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Navy's biggest cruiser home STEAMED OVER 75,000 MILES IN 17 MONTHS

THE Royal Navy's largest cruiser, H.M.S. Belfast (14,930 tons, full load), built by Messrs. Harland & Wolff Ltd., Belfast, between December, 1936, and August, 1939, returned to Portsmouth on June 19 after nearly three years on the Far East Station, mostly as flagship of the Flag Officer, Second-in-Command.

Since the ship recommissioned at Singapore in January, 1961, Belfast (Captain Morgan Giles, D.S.O., O.B.E., G.M., Royal Navy) has steamed over 75,000 miles, equivalent to 3½ times round the world.

On the Far East Station the cruiser has operated with the ships and aircraft of 13 other countries and has covered the oceans from Japan to Australia and from East Africa to the Philippines.

This year Belfast has celebrated Her Majesty's birthday three times and received a message from The Queen congratulating the ship "On achieving what may well be a record." The first occasion was at Pearl Harbour on the Queen's actual birthday, the second was in Victoria on Canada's Victoria Day and the third time was at Panama on the official birthday, June 2.

GENEROSITY OF CREW

A Chinese family in Hong Kong has reason to be grateful to the officers and men of the ship. The ship's company has paid for the cost of building a house and settling in a refugee couple with their eight children. Officers and men have also saved £250 to pay for the training of a guide dog for the blind.

The journey home from the Far East might well be regarded as the highlight of the commission. Belfast left Singapore on March 26 and since that date has visited Hong Kong, Guam, Pearl Harbour, San Francisco, Seattle, Vancouver, Victoria, Esquimaux, Panama, through the canal, and on to Trinidad, the last call, apart from a short stay at Plymouth, before Portsmouth.

UNLAWFUL POSSESSION

The return of the ship itself has been somewhat obscured by the arrest of

certain Chinese on board who are being charged with being in unlawful possession of drugs in the cruiser on the high seas in April.

H.M.S. Belfast is to take the place in the Home Fleet of H.M.S. Bermuda—the flagship of the Flag Officer Flotillas (Home).

Fleet Air Arm

SEE

CENTRE PAGES

for Special Article by
 Flag Officer Air (Home)
 and pictures

Axe to fall in Malta

AN Admiralty team has been sent to Malta to discuss details for the reduction of the main base in the island to a forward operating base. The team will discuss with the Malta Government the phasing of the cuts which will be necessary.

An announcement by the Commander-in-Chief, Mediterranean, says that the decision to turn Malta into a forward operating base, is a British Government decision and means that there will be substantial reductions in the numbers of men required. Unofficial statements have put the number involved to be about 5,000.

Eighty rounds away in a minute



A recent photograph of H.M.S. Blake firing her six-inch guns. The ship's main armament consists of four six-inch guns mounted in two twin turrets, which are effective in the surface and anti-aircraft roles. The rate of fire of these guns is twenty rounds per minute, eighty from the four guns, more than twice that of any previous cruiser.

Stockholm had an all-British look

H.M. Submarines Orpheus, Alcide and Taciturn accompanied other units of the Home Fleet on a visit to Stockholm during the British Overseas Fair from May 24 to 30.

Stockholm had an all-British look—the streets were hung with Union Jacks and the shops filled with British goods. British sailors—often accompanied by a decorative genuine Swedish article—therefore fitted in very well with this background and there was no excuse for anybody not to enjoy themselves in spite of the high cost of beer ashore.

SAUNA BATHS

The submarines were berthed alongside the Swedish Naval Barracks on Kastell Holmen and quickly struck up an entente with the Swedish submariners sharing the base. Sauna baths in the submarine depot ship, Patricia, and in the barracks proved a popular and most effective means of getting over the previous evening's entertainment and one of the highlights of the visit was a "barn dance" attended by 80 British submarine ratings.

The boats were not open to the public in deference to the custom of the Swedish submarine service, but

were visited by Flag Officer Flotillas (Home), Admiral Lindeman, C.-in-C. of the Royal Swedish Navy, and by a large number of submarine officers. The three Commanding Officers also had the honour to be presented to Princess Alexandra and His Majesty King Gustav.

NO SUNBATHING

Like the rest of Europe, spring seemed to have by-passed Stockholm so the trip back through the beautiful archipelago lost the additional interest usually afforded by the belles of Stockholm sunning themselves on the islands.

Feeling that they had really had their money's worth on their one annual visit abroad, Alcide and Taciturn returned to Plymouth and Orpheus went to Korsor and Aarhus for a brief but pleasant operational contact with the Danes during Exercise "Jute Fire."

Saintes replaces Cheviot and Concord

THE Battle Class destroyer H.M.S. Saintes (2,325 tons) arrived at Rosyth Dockyard on June 18, having been towed from Plymouth. The Saintes is to replace the two old destroyers, H.M.S. Cheviot and H.M.S. Concord, which have been berthed in the Dockyard for the past few years and used as training ships by H.M.S. Caledonia, the Royal Navy training establishment at Rosyth.

The two destroyers have been used for training engine-room artificers and ordnance artificers on machinery maintenance and machinery operation courses. Over the years the engines on these ships have been regularly stripped and then put together again by succeeding courses. H.M.S. Saintes has two boiler rooms in which the apprentices will work.

Cheviot and Concord are to be disposed of, but it is not yet known what their fate will be.

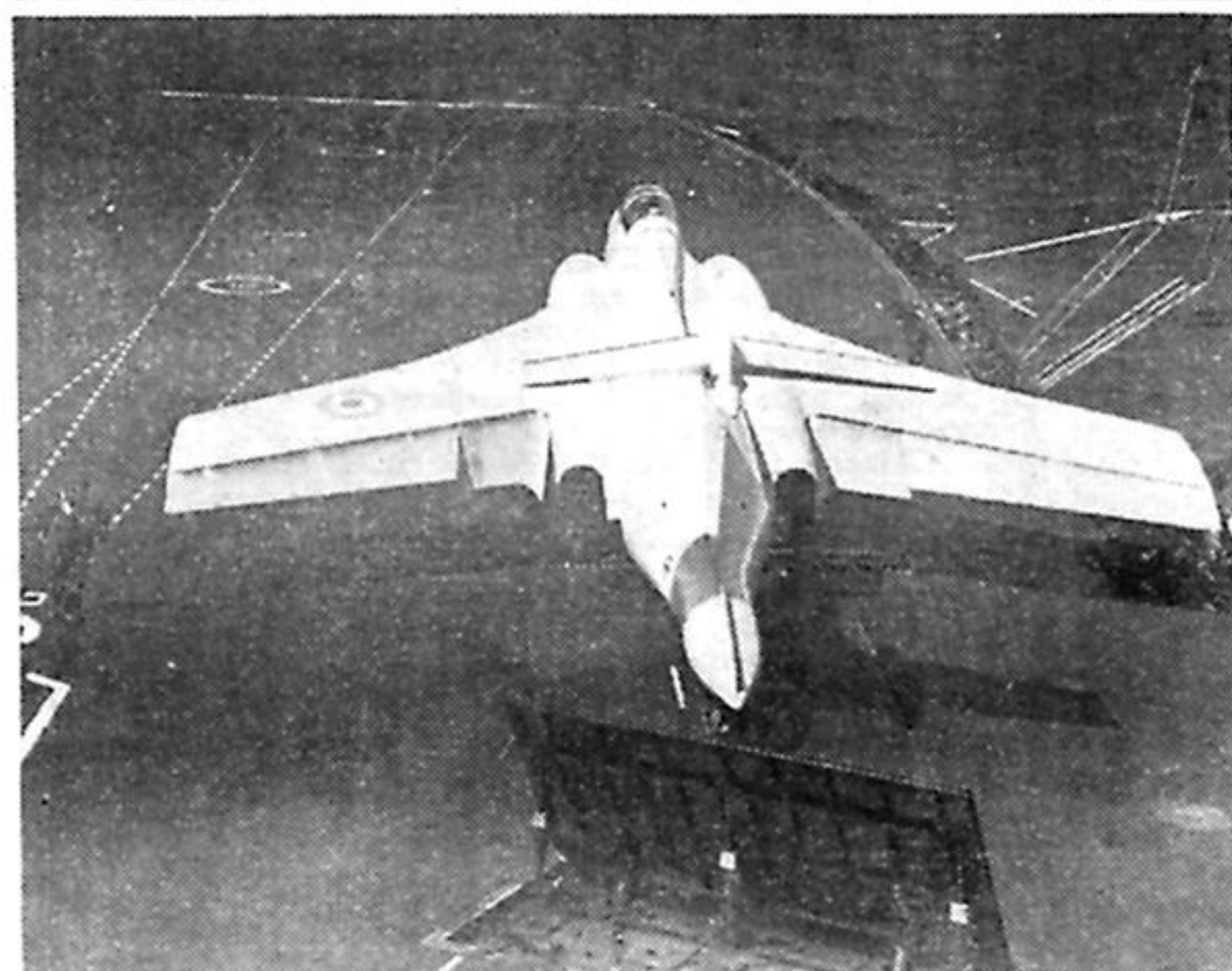
LOCH INSH ENDS 50,000 MILES COMMISSION

THE frigate H.M.S. Loch Insh (Capt. I. G. Raikes, D.S.C., R.N.), returned to Devonport on June 20 at the end of an 18-month commission, mostly spent in the Middle East. During the commission the ship has steamed over 50,000 miles, visiting many ports in the Persian Gulf, East Africa, India, Pakistan and the islands of the Indian Ocean.

During the time spent in the Persian Gulf a total of 252 native dhows were searched for illicit traffic.

Royal Marines from the ship were landed ashore at Muscat for exercises with the Sultan's armed forces, and members of the ship's company visited Quetta, Peshawar, Lahore and the Khyber Pass while the ship was docked at Karachi.

When the ship arrived off Plymouth about 150 relatives and friends of the ship's company embarked for passage up harbour, together with the Commanding Officer and five cadets of the Girls' Nautical Training Ship Loch Insh from Northampton, which has "adopted" the frigate.



With the jet blast deflector in position, a Royal Navy Buccaneer, dressed in her anti-radiation white coat, is poised on a catapult of H.M.S. Hermes, ready for take-off. (Further photographs of Fleet Air Arm aircraft, carriers and the work of the R.N. Air Stations will be found on pages 7 to 10.)

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Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N. (Retd.)
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

EDITORIAL

"If only the sailor was paid weekly instead of fortnightly, this business of too much drink—not necessarily drunkenness—this taking away of cars without the owner's consent and the general 'letting down' of the Service would not take place."

The above remark was made by a man in constant touch with men from all three services—he is an ex-service man himself—and he gave it as his considered opinion that in these days of comparatively high wages for the Services, the young sailor, perhaps with few responsibilities, finds his bulky fortnightly pay burning a hole in his pocket, takes a drink too many, and does the foolish things which bring shame to him and the Service, or he borrows on the strength of the next fortnight's pay and is thus constantly in debt and, maybe, as a result, "flogs" things which he has obtained on hire purchase or through his allotment.

Is this true? Are the young men who find themselves in trouble so lacking in moral fibre that they have to spend their fortnight's pay in a weekend and then spend the remainder of the fortnight feeling sorry for themselves?

The point of view was made that the sailor was not so stupid as the speaker made him out to be, and it was pointed out that in civilian life many men—young ones at that—were paid monthly, but he still stuck to his point and produced figures which bore out his contention. The highest number of "rows," cars taken and so on coincided with pay days.

His argument seems to be proved and the question arises—is the fortnightly payment a necessity? Why cannot men be paid weekly? Weekly payments would, of course, throw another burden on a branch already working to capacity, but on the other hand, if there were fewer defaulters, the Service would gain and individuals would be spared the awful emptiness of a "blank week."

It would be interesting to find out what the average man in the service thinks. Would he like a weekly payment? The great majority of servicemen should not be made to alter their arrangements because of a minority who cannot look after their money and their senses, but if this law abiding majority would like the change, then perhaps a little could be done to reduce the number of silly young fools who, according to the speaker, are bringing the good name of the Service into disrepute pay day after pay day.

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HOW WISE SHOULD A 'KILLICK' BE?

SIR.—I was interested to read the article in the June issue of "Navy News"—"How wise should a killick be?"

I would suggest: (i) He should have a practical knowledge of the three "Rs." (ii) He should know the rules of the road; be able to take coxswain of a power boat or a boat under sail, and have a knowledge of chart work. (iii) He should have a good knowledge of his ship's organisation, and the duties of a Captain of Top. (iv) He should be ever ready to accept responsibility, to make a decision and take the initiative. (v) He should be wise enough to know that he must gain the confidence and respect of those under his supervision and never to give an order that he himself is not able and willing to carry out in emergency. (vi) He should be conscious of the fact, when ashore on duty or leave, at home or overseas, that by his actions, or those of men under his control, the prestige and dignity of the Royal Navy is upheld.

WHERE IS AMBITION?

I was surprised to read that ratings fight shy of passing the simple test of E.T.L.R. Where is their pride and ambition? Has the greatly increased pay and allowances deadened the zest for promotion and willingness to accept

responsibility? In my days a Killick was paid 2d. per day more than A.B., and in 1908 one had to pass the Educational Test Part One.

In these days of enlightenment, with lads leaving school at the age of 15/16, their educational standard should be high enough to take the E.T.L.R. in their stride. I would suggest that training establishments ought to give this question serious consideration. I think that if this test was compulsory for all junior ratings before being drafted to a seagoing ship, the problem would be solved. The youngsters could then concentrate upon the professional test, without the shadow of the E.T.L.R. hanging like a chip on their shoulders.—Yours, etc., SHIPMATE, R.N.A. (Full name and address supplied to the Editor.)

(By Editor.—Although youngsters of 15/16 ought to be able to take the E.T.L.R. in their stride, experienced Instructor Officers inform me that such is not, unfortunately, the case. The training establishments have quite a good record. An opportunity is given to everyone to qualify and up to 60 per cent. of youths have passed, or have been exempt from E.T.L.R., before leaving the establishment.)

DRAFTING FORECAST—YOUR NEXT SHIP

Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

(iv) Ships in which Locally Entered Cooks (S), Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; and (E)—Cooks (S) and Stewards only.

SUBMARINE COMMAND

H.M.S. Olympus, July 12, at Barrow, for service in Third Submarine Squadron, at Faslane.

H.M.S. Turpin, July 23, at Portsmouth, for 5th S/M Division, at Malta.

H.M.S. Onslaught, August 14, at Chatham, for 2nd S/M Squadron, at Devonport.

H.M.S. Aeneas, August 16, at Portsmouth, for 2nd S/M Squadron, at Devonport.

H.M.S. Otter, August 28, at Greenock, for 2nd S/M Squadron, at Devonport.

H.M.S. Anchorite, September 22, at Singapore, for 7th S/M Division, at Singapore.

H.M.S. Narwhal, November 16, at Devonport, for 2nd S/M Squadron, at Devonport.

H.M.S. Truncheon, December 7, at Rosyth, for 2nd S/M Squadron, at Devonport.

GENERAL

H.M.S. Ashanti, July 6, Change classification of service, 9th Frigate Squadron, General Service Commission, Home/Middle East (16 months), U.K. Base Port, Devonport (B).

801 Squadron, July 17, at R.N. Air Station, Lossiemouth, for General Service Commission, For Ark Royal, Buccaneer.

809 Squadron, July 17, at R.N. Air Station, Lossiemouth, Strike H.Q. Squadron, Buccaneer, Home Sea Service.

H.M.S. Albion, July 17, at Portsmouth for Home Sea Service, Foreign Service (Far East), U.K. Base Port, Portsmouth.

H.M.S. Whitby, July 26, at Rosyth, for General Service Commission, South Atlantic and South America/Home (24 months), 7th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Lion, July 31, at Devonport for General Service Commission (24 months), Home/Med./East of Suez, U.K. Base Port, Devonport.

H.M.S. Cavendish, end July, at Gibraltar with Trials Crew, Commissions end August at Gibraltar for General Service Commission Home/Med./East of Suez (18 months), 5th Destroyer Squadron, U.K. Base Port, Rosyth.

H.M.S. Torquay, August 9, at Portsmouth for trials, Commissions for Home Sea Service, September 4, 17th Frigate Squadron U.K. Base Port, Devonport.

H.M.S. Salisbury, August 16, at Devonport for Trials, Commissions October 2 at Devonport for Home

Sea Service, 5th Frigate Squadron, Transfers to General Service Commission, Home/Med./East of Suez (24 months) November, U.K. Base Port, Portsmouth.

H.M.S. Barrosa, August, Change of classification of service, Foreign Service (Far East), 8th Destroyer Squadron, (C)

H.M.S. Highburton, August, at Chatham for Home Sea Service, Crew ex Clarbeston, 50th M/S Squadron, U.K. Base Port, Portland.

H.M.S. Parapet, September 1, at Bahrain for Foreign Service (Middle East), For Amphibious Warfare Squadron (E).

H.M.S. Cook, September 3, at Singapore, for Foreign Service (Far East/Pacific) (A).

H.M.S. Dainty, early September, at Portsmouth, Increase from C. and M. Party to L.R.P. programme.

H.M.S. Tenby, September 11, at Chatham for trials, Commissions November 20 at Chatham for Home Sea Service 17th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Tartar, September 13, at Devonport, for trials, Commissions, February for Home Sea Service, Commissions February 12 for Home Sea Service, General Service Commission, March (tentative date), Home/Middle East (18 months), 9th Frigate Squadron, U.K. Base Port, Devonport, Tentative dates, (B)

H.M.S. Pellew, September 20, at Rosyth for trials, Commissions to Home Sea Service, November 15 for 2nd Frigate Squadron, U.K. Base Portsmouth.

H.M.S. Cambrian, September 24, at Devonport for trials, Commissions at Devonport, January 2, for General Service Commission, Home/Med./East of Suez (24 months), 8th Destroyer Squadron, U.K. Base Port, Portsmouth.

H.M.S. Repton, September (Tentative date), at Chatham for Home Sea Service, Vernon M/S Squadron vice Beachampton, U.K. Base Port, Portsmouth.

H.M.S. Delight, September, at Rosyth, Increase from C. & M. party to L.R.P. complement

H.M.S. Caesar, October 1, at Singapore, for Foreign Service (Far East), 8th Destroyer Squadron, (A)

H.M.S. Dampier, December 1, at Singapore, for Foreign Service (Far East), (A)

H.M.S. Eastbourne, December, at Rosyth L.R.P. complement.

H.M.S. Murray, December 13, at Rosyth, for trials, Commissions

He's 'a real gentleman'

SIR.—I am writing on behalf of the crew of H.M.S. Barrage, but I think that I can quite safely include, without any fear of contradiction, all the men who are now serving or who have served in the past few years on the Boom Defence Vessels in Greenock.

The life on board these old coal-burners can at times be very uncomfortable, the work is hard and invariably filthy, but they are happy ships and that's the main thing.

Owing to their size and the nature of their work, these ships obviously lack many of the amenities enjoyed by the rest of the Fleet, i.e., libraries, TV rooms and N.A.A.F.I. canteens, etc., but, believe me, nobody is complaining.

TRIBUTE

We are sending you this letter hoping you will print it as a tribute to a man whom we all feel deserves some recognition for all that he has done for the men up here. His name is Mr. C. Dyer. He is a civilian who lives in Greenock and he devotes, I should think, practically all of his spare time to the welfare of other people. He keeps us supplied with books and magazines, arranges all our sporting fixtures and he finds accommodation for any married men joining the ships, whereas without his help many would still be searching weeks later.

If anybody has any problem or

difficulty whatsoever, no matter how much personal inconvenience it will cause him, Mr. Dyer will always do his utmost to help. Apart from what he does for us, he also visits and helps in much the same way the sick, aged and infirm ashore.

We all know that to offer this man a gift as a token of our gratitude would only embarrass him and possibly hurt his feelings, but if you could find space to print this, even in an abridged form, it would let him know how deeply we appreciate all that he is doing for us and would like to say, "Thank you Mr. Dyer, you are a real gentleman."—D. R. L. BISHOP.

Captain J. E. Scotland, D.S.C., R.N., is to be promoted to Rear-Admiral to date July 7, and to be Flag Officer, Middle East, in succession to Rear-Admiral A. A. F. Talbot, C.B., D.S.O. and Bar, the appointment to take effect in August, 1962.

H.M. Ships Berwick and Scarborough returned to Portsmouth on June 21 after five months on the Mediterranean Station.

February 28, for Home Sea Service, 2nd Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Carysfort, December, at Gibraltar, L.R.P. complement, Local Foreign Service.

H.M.S. Duchess, January 3, at Portsmouth, for Foreign Service (Far East), 5th Destroyer Squadron, (A)

H.M.S. Diamond, January 3, at Chatham for General Service Commission, Home/Med. (24 months), 5th Destroyer Squadron, U.K. Base Port, Portsmouth, (A)

H.M.S. Diana, January 3, at Devonport for General Service Commission Home/Med. (24 months), 5th Destroyer Squadron.

H.M.S. Londonderry, October 2, at Portsmouth for General Service Commission, Home/West Indies (24 months), 8th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Loch Lomond, October 8, at Singapore for Foreign Service (Far East), 3rd Frigate Squadron, Tentative date, (A)

H.M.S. Nubian, October 9, at Portsmouth for Home Sea Service, General Service Commission, December 5, Home/Middle East (18 months), Ninth Frigate Squadron, U.K. Base Port, Portsmouth, (B)

H.M.S. Lincoln, October 17, at Singapore for Foreign Service (Far East), 3rd Frigate Squadron, (A)

H.M.S. Striker, November 15, at Gibraltar, for Foreign Service (Middle East), Amphibious Warfare Squadron, (B)

H.M.S. Grafton, mid-November, at Chatham, L.R.P. complement.

H.M.S. Leopard, November 22 at Portsmouth for General Service Commission, South America and South Atlantic/Home (24 months), 7th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Ilmington, November, at Hythe, for Home Sea Service, 50th M/S Squadron, vice Kirkliston.

H.M.S. Bastion, January 21, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron (E).

H.M.S. Lowestoft, January 24, at Chatham, for General Service Commission, Med./Home (24 months), 5th Destroyer Squadron, U.K. Base Port, Portsmouth, (A)

H.M.S. Gurkha, January 29 (Tentative Date), at Southampton for Home Sea Service, Commissions, March, 1963, for General Service Commission, Home/Middle East

(18 months), Ninth Frigate Squadron, U.K. Base Port, Rosyth, (B)

H.M.S. Daring, January, at Devonport, Increase from C. and M. Party to L.R.P. complement.

H.M.S. Eskimo, February 5, at Cowes for Home Sea Service, General Service Commission, April, 1963, Home/Middle East (18 months), 9th Frigate Squadron, U.K. Base Port, Portsmouth, (B)

H.M.S. Plymouth, February 21, at Devonport, for General Service Commission, East of Suez/Home (24 months), 21st E.S. U.K. Base Port, Devonport.

H.M.S. Rhyll, February 21, at Portsmouth, for General Service Commission, Med./Home (24 months), 23rd E.S. U.K. Base Port, Portsmouth, (A)

H.M.S. Troubridge, February, at Malta, Under consideration, L.R.P. complement.

H.M.S. Loch Killisport, February, at Singapore for Foreign Service (Far East), Captain (F), 3rd Frigate Squadron, (A)

H.M.S. Manxman, February, at Chatham, Steaming crew, Home Sea Service, Foreign Service from date of sailing (Far East), (A)

H.M.S. Scarborough, February, at Portsmouth, L.R.P. complement.

H.M.S. Alert, February, at Singapore, Foreign Service (Far East), (A)

H.M.S. Chichester, February, at Chatham, L.R.P. complement.

H.M.S. Bulwark, February, at Portsmouth, L.R.P. complement.

H.M.S. Zest, March 1, at Malta for trials, Home Sea Service.

820 Squadron, March 5, at R.N. Air Station, Culdrose, for General Service Commission, Victorious, Wessex.

H.M.S. Ursa, March 7, at Devonport, for General Service Commission, Home/West Indies (24 months), 8th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Jaguar, March 14, at Chatham for General Service Commission, Home/South Atlantic and South America (24 months), Seventh Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Blake, March, at Devonport, for General Service Commission (24 months), U.K. Base Port, Devonport, (A)

H.M.S. Hartland Point, at Singapore, for Foreign Service (Far East), (A)

H.M.S. Berry Head, March (tentative date), at Chatham, for trials.

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Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer

JN 581565 W. Scott, JN 581314 L. A. S. Miller, JN 163228 J. Hagues, JN 760097 J. W. Hucker, JN 292426 R. Kinrade, JN 712749 P. L. Johnston, JN 157435 J. Duff, JN 712943 D. Cawdon, JN 581344 V. B. Tweedie, JN 161265 G. G. Donald, JN 203281 R. F. J. Holder, JN 292710 F. Savage, JN 712779 F. W. Marshall, JN 144521 A. J. Paul, JN 246055 D. T. W. M. McGaw, JN 371323 E. H. Steel, JN 155601 E. R. Gilbert, JN 181961 L. S. G. Stapleton.

To Acting Chief Mechanician

KX 877279 F. A. Bastable, KX 834329 K. Frankish, KX 891086 I. G. Hey.

To Chief Petty Officer Steward

LX 29452 F. B. Dormer, LX 753505 B. K. Gunn, LX 753886 R. Watson.

To Stores Chief Petty Officer (V)

MX 811198 R. J. Barber.

To Stores Chief Petty Officer (S)

MX 860230 D. E. O'Reilly.

To Chief Petty Officer Cook (S)

MX 890953 E. A. H. Putt.

To Acting Chief Engine Room Artificer

MX 888792 T. A. Heneghan, MX 857690 F. W. Gardiner, MX 857638 E. A. Bacon, MX 887693 H. A. Mason, MX 896410 R. D. Evans, MX 945645 J. T. Dawson, MX 70166 A. H. A. Hayward, MX 888585 R. E. M. Gilmour, MX 857502 A. M. Bowden, MX 887842 R. A. Osmont, MX 857605 B. D. Wilkerson, MX 803667 D. R. Connor.

To Acting Chief Ordnance Artificer

MX 887745 R. J. Stood, MX 888982 P. V. Hallitt, MX 887843 J. R. Page, MX 833498 M. W. Stevens.

To Chief Engineering Mechanic

KX 862291 O. N. Goodyear, KX 94698 W. J. Naish, KX 853650 R. Collins, KX 876434 R. A. Palmer, KX 846366 M. Astill, KX 770656 W. D. H. Down, KX 804022 H. Jordan, KX 112403 S. W. Barnard, KX 780116 A. Briggs, KX 96532 C. A. Watt, KX 883525 D. W. Large, KX 157891 W. R. Bailey, KX 862690 N. MacIntyre, KX 118441 S. F. Williams.

To Chief Radio Electrician

MX 872541 R. G. Little, MX 857344 R. H. Evans, MX 864194 J. G. Hughes, MX 901592 R. A. Lowe.

To Chief Shipwright Artificer

MX 844558 R. G. Tamlin, MX 842893 D. R. Johnston.

To Acting Chief Electrical Artificer

MX 887815 B. R. Knipe, MX 857484 P. F. G. Aldworth, MX 857680 J. Lysvane, MX 857598 P. V. Toms.

To Chief Electrician

MX 833502 D. C. Forbes, MX 823481 W. H. Beck, MX 759339 F. R. Coates, MX 868448 M. D. Thomas.

To Acting Chief Radio Electrical Artificer

MX 645751 S. A. Penny.

To Chief Radio Communication Supervisor

JN 778065 A. MacKay, JN 760057 C. S. Collins, JN 660573 C. Sanders.

To Acting Chief Electrical Mechanician

MX 766149 J. S. Gordon.

To Chief Communication Yeoman

JN 184616 F. M. Taylor, JN 157098 R. H. Sinclair, JN 712138 M. A. Gough, JN 170965 D. J. Minshall, JN 581572 J. Griffin, JN 371417 D. Pool, JN 581038 K. D. Giles, JN 581501 P. L. Bellamy, JN 581852 B. A. Knight.

To Sick Berth Chief Petty Officer

MX 724739 A. T. Williams, MX 110422 A. J. A. Finnis.

To celebrate the 250th anniversary of its birth, the Royal Hospital School, Holbrook, near Ipswich, held a celebration luncheon on June 23 at which the Civil Lord of the Admiralty, Mr. C. I. Orr-Ewing, O.B.E., M.P., presided, in the magnificent buildings which have housed the school alongside the River Stour in Suffolk since the mid-1930s.

SPLENDID GIFT

Previously the school was in the historic but cramped quarters at Greenwich, but the gift to the Admiralty of 900 acres at Holbrook by a tea shipper grateful to the Navy for defending his ships in the First World War enabled the present accommodation to be built.

Celebrations to mark the anniversary began with a parade of the 660 boys in the school and a march past at which the salute was taken by Admiral of the Fleet Sir Casper John, G.C.B., the First Sea Lord.

Guests at the anniversary luncheon included civic and Service heads of many organisations connected with the school's history, and a representative gathering of Old Boys led by Rear-Admiral Sir Sydney Frew, the senior surviving naval Holbrook scholar.

The school's Band performed the Sunset Ceremony, the salute being taken by Mr. N. A. York, M.A., the Headmaster at Holbrook since 1956.

On Sunday, June 24, the Chaplain of the Fleet (the Venerable Archdeacon J. Armstrong, C.B., O.B.E., Q.H.C., Th.L.) conducted a special commemoration service at the school.

MARITIME TRADITION

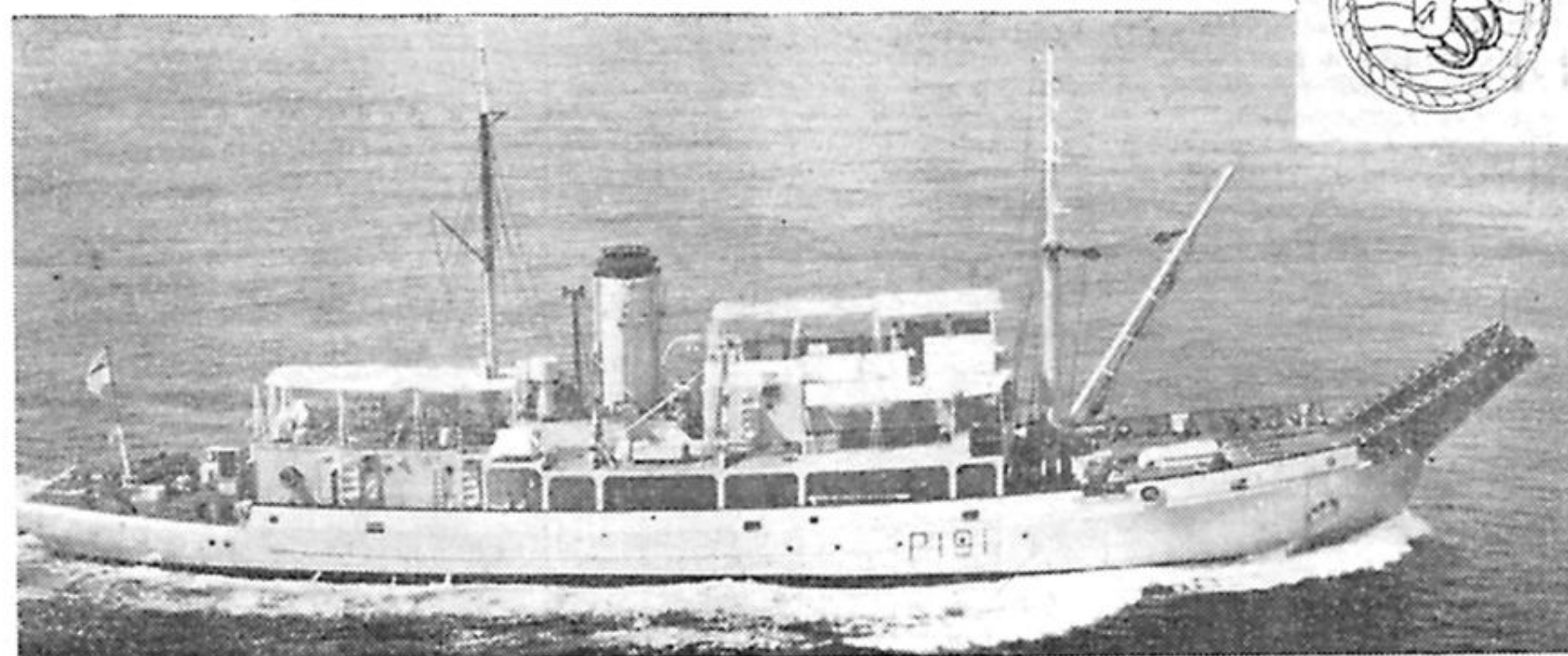
Since the closure of the Greenwich Hospital in 1869 the school has been administered by the Admiralty through the Greenwich Hospital Trust, and throughout its history it has preserved a strong maritime tradition. All boys at the school undertake a simple course of naval training, and special arrangements are made to enable boys to enter the Royal Navy, although all are free to choose their own future. Admission is restricted to the sons of serving and past officers and men of the Royal Navy, Royal Marines and Royal Naval Reserve, and other seafaring men.

A large proportion of the boys of Holbrook School choose a Service career. In 1961, of the 123 who left the school, 47 entered the Royal Navy, 13 entered the Merchant Navy, and another 23 joined either H.M. Dockyards, the Army or the R.A.F. All boys at the school wear a naval uniform.

SHIPS OF THE ROYAL NAVY

H.M.S. Layburn

No. 80



H.M.S. Layburn is one of the two "Lay" Class of boom-defence vessels designed and built since the Second World War—the other is H.M.S. Laymoor. The "Lay" Class will, eventually, replace the war-time-built "Bar" Class.

These vessels are approximately the same size as the "Bar" Class, but their lifting capacity is very much greater than the bow lift of 27 to 70 tons of the "Bars."

Accommodation on board has been designed for either naval or civilian manning (Layburn has two officers and 34 ratings) and includes separate sleeping and dining spaces.

H.M.S. Layburn and H.M.S. "Laymoor" were built by Wm. Simons & Co. Ltd. Laymoor was accepted by the Royal Navy on December 9, 1959, and H.M.S. Layburn was completed on July 7, 1960.

In addition to minor salvage work and the towing of net sections, this class of boom-defence vessel can lay and maintain the latest types of underwater and surface boom defences, first-class moorings and navigational buoys.

HONOURED—AFTER 200 YEARS

A CEREMONY took place on June 10 in Truro Cathedral, which bridged almost 200 years, and also made a connection between Gosport and Truro.

A tablet was unveiled in the Cathedral commemorating Capt. Samuel Wallis, R.N., and his crew "who circumnavigated the world in H.M.S. Dolphin, July 26, 1766 to June, 1768 and who discovered Tahiti."

The tablet was unveiled by the Commander-in-Chief Plymouth Command, Admiral Sir Charles Madden.

Before the unveiling, Colonel E. N. Williams of Carnanton, St. Columb, Deputy-Lieutenant for Cornwall, told how he had found the Captain's personal log at his home and, finding that there was no memorial to Capt. Wallis, asked the Cathedral authorities to put up a tablet in his memory.

The Commander-in-Chief said how happy he was to perform the unveiling and remarked on the tremendous achievements the seamen of those days made. In a way it was a long time ago, but while he was in New Zealand he saw the marks on the trees to which Capt. Cook attached his hawsers on his first voyage, and this seemed to bring these discoveries closer.

The Bishop of Truro, Doctor J. M. Key, gave the dedicatory prayer.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyl, Camperdown, Oberon, Cachelot, Blackpool, Berwick, Diamond and Acheron.

THE DEATH OF A THOUSAND BITES

"From ghoulies, ghosties and long-leggety beasties, And things that go bump in the night."

It all happened whilst the ship was visiting the romantic country of Ecuador, at a place called Guayaquil. H.M.S. Londonderry was at anchor a short way from the Yacht Club and, needless to say, each night the ship was bathed in heavenly floodlights, gangway lights and yardarm groups.

Heavenly? Yes, until night fell and the "Guckies," "Gookies" and "Wee Beasties" appeared. These creatures swooped, dived, weaved and fluttered around the heavenly lights, etc., and the Quartermaster, in the lightest area, the quarterdeck, appeared to be the centre of attraction.

"Smudge," the quartermaster, was not frightened or worried—he was just terrified. He reckoned that he died the death of a thousand bites every time he went on watch at night. "Smudge" and his opposite number "Sharkey" waged a four-day losing battle against

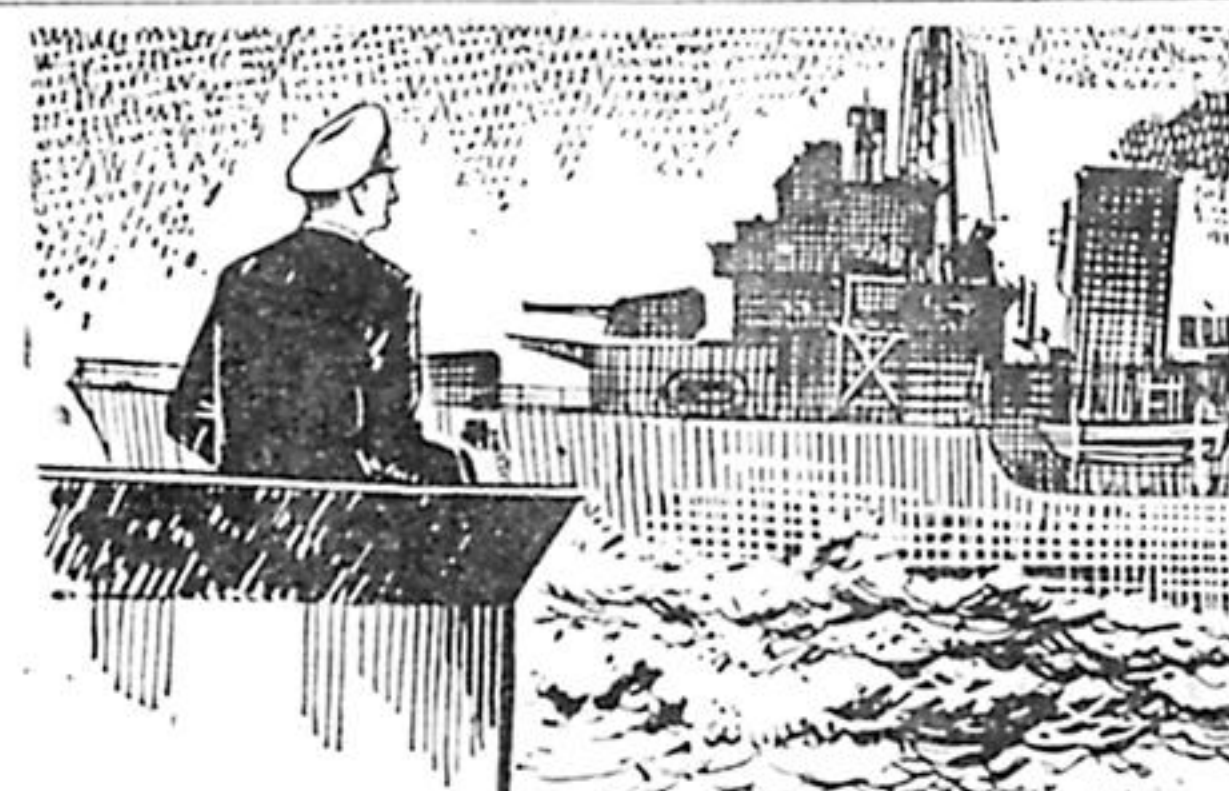
the invaders. Hoses, sticks, brooms, barricades and numerous other weapons were brought to play, but it was no good; the "Guckies" meant to stay—and they did.

LIFTED IN THE AIR

On the second night in Guayaquil, five such creatures, thought to be called "Gorillas" swooped down on "Smudge" and he claims that he was actually lifted in the air.

For some of those on board, the "Guckies" held nothing but charm, and the poor little dumb creatures which had fallen foul of a hasty swipe of Smudge's broom were carefully placed on a piece of cardboard and placed on show in the canteen. These incredible "things," however, recovered, jumped up, flattered their wings and five or six fully fledged sailors scurried for cover.

Various "Buzzes" went round the lower deck. Some thought that the Martians had finally landed—others thought that the Equadorians had a new type of secret weapon. Maybe it was just that Mother Nature wasn't particularly fond of Type 12 frigates.



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TO those who have experienced the human emotions experienced with "Riding on the vents" in deep waters, the dedication of a Standard of the Submarine Old Comrades Association is of deep significance, and it brings them in close spiritual ties with those comrades who "Failed to surface."

This occasion was presented in the dedication of the Standard of the Weymouth branch of the Association which took place on May 20.

Twenty-nine Standards were on parade, coming from the Submarine Old Comrades Associations of Dorset, London, Essex, Portsmouth, Cheltenham and West Midlands, the Royal Naval Associations of Weymouth, Portland, Bridport, Bridgewater, Portsmouth, Salisbury, Sherborne, Truro, Twickenham, Frome and Yeovil, the Royal Marine Associations of Poole and Bournemouth, Portsmouth and Torbay, the White Ensign Associations of Bath, Bournemouth and Christchurch, and Exmouth, the Dorset Ex-R.N. and R.M. Association,

and the Weymouth branches of the British Legion (Men), the British Legion (Women), Royal Air Forces Association, the Association of W.R.N.S., the British Red Cross Society and the Sea Cadet Corps.

VICE-ADMIRAL TOOK SALUTE

The parade was headed by the band of the Royal Marines, Portsmouth, and the service, held in Holy Trinity Church, was conducted by the Venerable S. A. Platon, Archdeacon of Wiltshire, assisted by the Reverend J. Fulton, M.A., Chaplain, Royal Navy, of H.M.S. Osprey. The lesson was read by Rear-Admiral H. S. Mackenzie, D.S.O., D.S.C., Flag Officer Submarines.

"WHAT A COMMISSION!"

Londonderry's 80,000 miles

"Go forth into the world in peace; be of good courage; hold fast that which is good; render no man evil for evil; strengthen the fainthearted; support the weak; help the afflicted; honour all men; love and serve the Lord, rejoicing in the power of the Holy Spirit."

With those words the Reverend C. E. Paterson, M.B.E., M.A., blessed the ship's company and H.M.S. Londonderry when the ship was commissioned on July 20, 1960. And what a commission!

From as far north as Greenland's icy mountains to as far south as the Magellan Strait; from Malta and Naples in the east to Esquimaux and Vancouver in the west—77,930 miles, during which the screws have turned 30,000,000 times in 5,037 hours of main steaming. The ship has crossed the Atlantic four times, been through the Panama Canal three times, crossed the equator twice, spent one-third of her time at sea, and visited 50 ports in 35 different countries and islands.

TRADITIONS UPHELD

Cdr. J. S. Primrose, R.N., and the officers and men of H.M.S. Londonderry have made friends wherever they have been, have helped quite a few people, have been shown tremendous hospitality which they have endeavoured to reciprocate, and in every respect upheld the traditions of the Service.

The frigate is due to recommission again for a General Service Commission on the Home and West Indies Stations on October 2.

FIRST STOP AZORES

After trials and work-up, Londonderry's first trip was to the Azores and then on to Tenerife, Gibraltar, after picking up an appendicitis case from a Greek merchantman and taking him to Casablanca, was the next port of call.

Into the blue waters of the Mediterranean, nipping into Naples to disembark one of the ship's company who developed appendicitis. The ship was at Naples for four days, tying up alongside the U.S.S. Des Moines, with whose ship's company Londonderry soon made very good friends.

Malta followed and then, accompanied by force nine winds en route to Gibraltar, the ship made for Ports-

mouth, arriving December 12, having left the United Kingdom on October 8, 1960. A good "shake-down" cruise.

CONCRETE JUNGLE

On January 18, 1961, the ship sailed for Londonderry and was given a wonderful time and made most welcome. Then followed a three-week trip in search of the cold with H.M.S. Ark Royal. There were long de-icing sessions and cold feet at night during this period, but those on board felt everything was worth while, the reward being a visit to that "fantastic concrete jungle." New York.

The ship's company became tourists, seeing everything that a good tourist should. They tried to keep up with the pace ashore, and did a pretty good job, but many were glad when the ship sailed on February 20 and they could get some sleep.

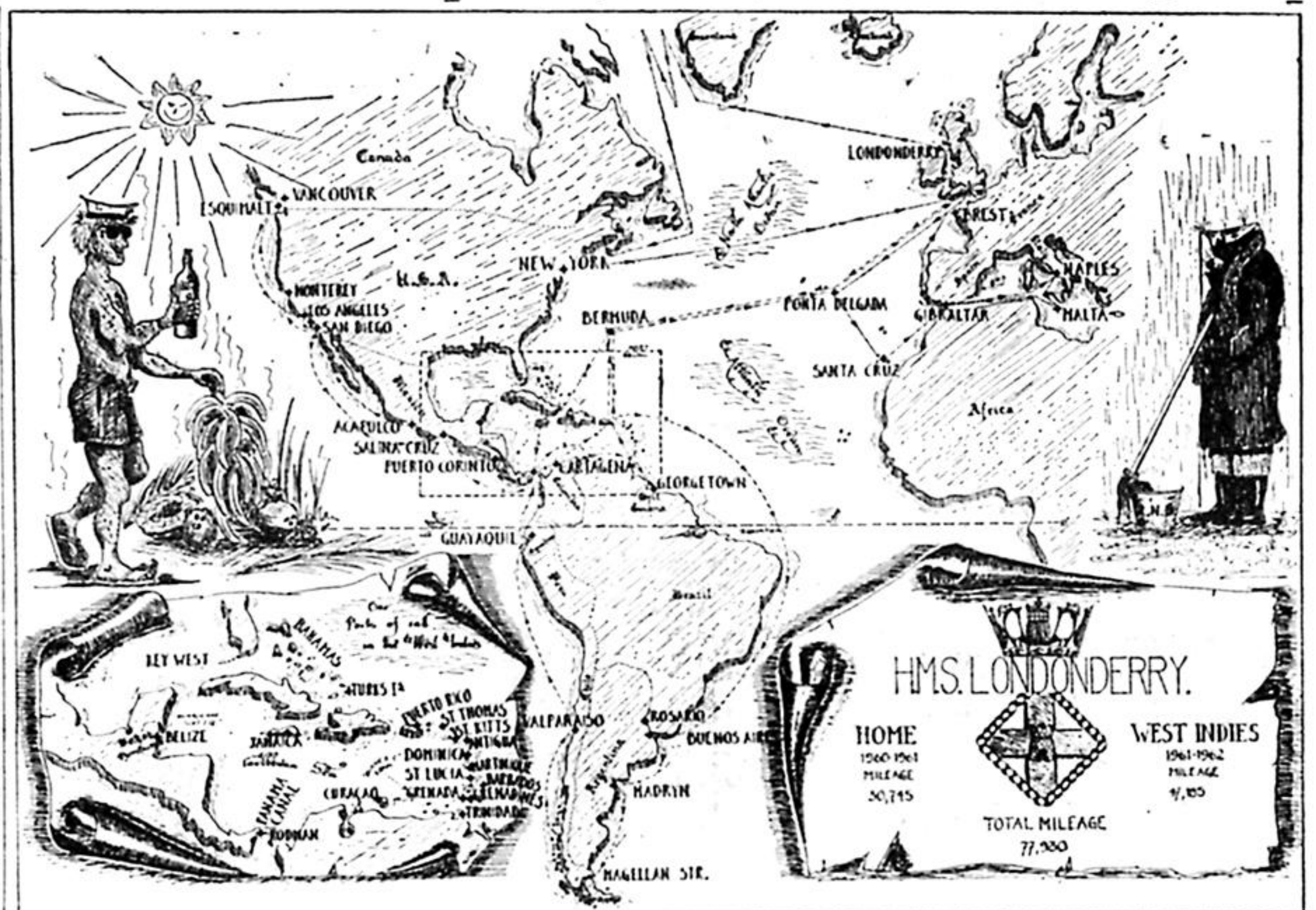
H.M.S. Londonderry then returned to the United Kingdom and then, on May 1, 1961, she sailed for the West Indies, relieving H.M.S. Ulster at Ponta Delgada. On to Bermuda where the Senior Naval Officer, West Indies, Commodore H. S. C. Shand, D.S.C., joined the ship.

NOT LONDONDERRY AIR

Visits to numerous islands followed, divers being sent down at St. Kitts to try and locate the wreck of the M.V. Silver Arrow. Twenty thousand visitors looked over the ship at Bridgetown, Barbados. Port of Spain, Trinidad, where the frigate was "parked" next to a sewer outlet which was not Londonderry air. Kingston, Jamaica, was another port of call and there the ship took part in the Queen's Birthday Parade.

Back to Bermuda where, on July 11, Commodore Shand was relieved by Commodore J. E. L. Martin, D.S.C.

On July 25 Londonderry sailed for the cruise to which everyone had been looking forward. Through the Panama Canal and up the west coast of America to Vancouver, Salina Cruz in



Mexico, followed by Acapulco, a seaside resort with "just about everything, from the filthy rich to the just plain rich and the just plain filthy." San Diego and Esquimaux.

FANTASTIC HOSPITALITY

Esquimaux is supposed to be the nearest thing to English that Canada has, and the hospitality showered upon the visitors was utterly fantastic. In an effort to meet their social obligations and so as not to disappoint those who had invited them to their homes, even the duty watch was sent ashore. It is stated that even the Officer of the Watch borrowed five dollars from the Supply Officer, in an attempt to bribe a local night watchman to keep an eye on the ship so that he, too, could go ashore.

Vancouver and then Monterey, in California, where H.M.S. Puma had been presented with a live puma. Long Beach and San Diego, too, were stopping places. Going south, Salina Cruz and Puerto Corinto in Nicaragua, back through the Panama, stopping at Curacao, and then on to Trinidad again, Martinique and Puerto Rico.

It was while Londonderry was at Puerto Rico that the ship had to hasten away to Grenada to attempt to shift the burning liner Bianca C. The liner was towed into deep water, where it sank.

HURRICANE HATTIE

The ship arrived back in Bermuda on October 27, but on November 3 she had to sail to British Honduras to assist the victims of Hurricane Hattie. A lot of good work was done there, along the coastline, while H.M.S. Troubridge was doing sterling work in Belize itself.

Londonderry arrived back in Bermuda on November 16, and then started to get herself ready for the Goodwill Tour with the Special Squadron, consisting of H.M. Ships Lion, Leopard, Dunkirk, R.F.A. Wave Prince and, of course, herself.

Sailing from Bermuda, the ship made for Buenos Aires, calling at Trinidad to refuel on the way, and Christmas was spent at B.A., and the day after Boxing Day Londonderry set off for Rosario, 230 miles up the River Parana where New Year's Day was spent.

Joining H.M.S. Lion again the two ships anchored off Madryn, which was originally settled by a small band of Welsh people, and Welsh is still spoken by a few.

The complete Special Squadron then made passage through the Magellan Strait and spent 27 hours in the Patagonian channels. The Squadron then met up with the Chilean Navy in the form of the cruisers O'Higgins and Prat, and the submarine Thomson, with whom there was a successful exercise before the ships entered Valparaiso.

Leaving Valparaiso the squadron made for Guayaquil, followed by Catagena, where Londonderry's football team beat Lion's team one to nil.

Back to Bermuda and then Trinidad, Dominica, St. Vincent, the Grenadines, St. Lucia, Kingston, Key West and the Bahama Cays and then the return home to Portsmouth and leave.

NOT ALL FUN

It may be thought by the uninitiated that the whole commission had been "leave," but life in a frigate is not one of complete relaxation. As an example it can be stated that during the short time the ship was with the Special Squadron 97 exercises and drills were completed.

For the statistically minded it has been calculated that during the commission the 14 officers and 223 men

have eaten 128,136 eggs, 58,772 lb. of bread, have put in the Post Office Savings Bank £11,207 and dealt with 21 different currencies.

In Memoriam

Edward Frank Tother, Chief Electrician, P/MX759091, H.M.S. Woodbridge Haven. Died May 17, 1962.

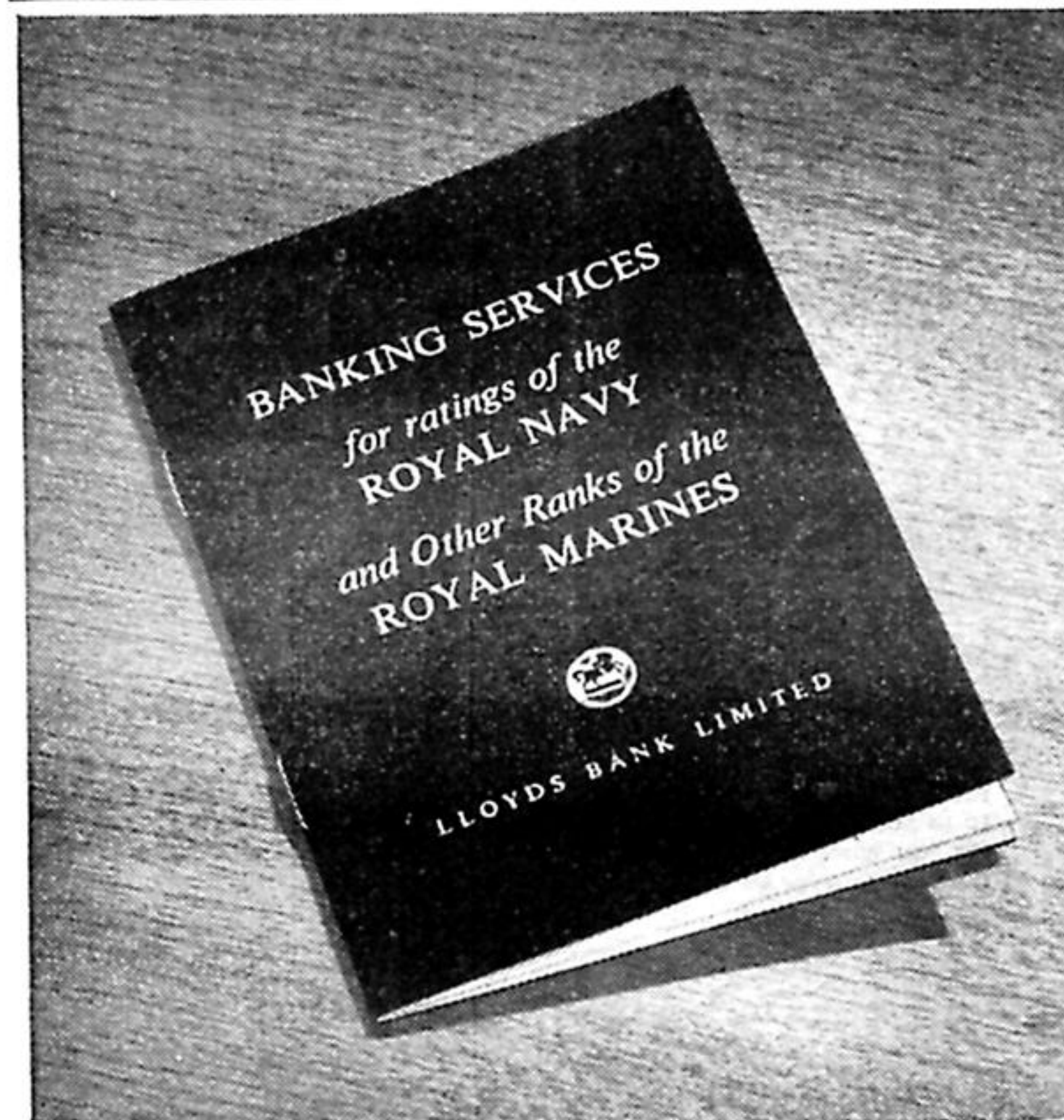
Ian Own Lacey, Engineering Mechanic, 1st Class, D/K 937993, H.M.S. Hull of Kintyre. Died May 26, 1962.

William Ollerenshaw, Leading Cook (O), P/M 960803, H.M.S. Verulam, Died May 30, 1962.

Gerald Anthony Poyzer, Marine, R.M. 18284, 43rd Commando, Royal Marines. Died May 30, 1962.

Trevor Ashton, Engineering Mechanic, 1st Class, P/KX 907053, H.M.S. Laeneas. Died June 4, 1962.

James Edward Elletson, Able Seaman, P/J 971977, H.M.S. Hartland Point. Died June 6, 1962.



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Ten millionth booking

At the beginning of June, the Union Jack Club (opened on July 1, 1907, since when its doors have never been closed), recorded the ten-millionth service man to "book in."

The picture shows the Comptroller of the Club shaking hands with C.P.O. F. Wright, and handing to him the bedroom tickets recording such a notable event in the life of this well-known service men's club in the Waterloo Road, London.

Included in the group are three veterans of the South African War

(Messrs. McFarlane, Bovill and Dane), who were staying at the club whilst attending a reunion in celebration of the 60th anniversary of the signing of the peace at Vereeniging on May 31, 1902, and who were some of the original members of the club when it first opened.

Also included are R.E.M. W. G. Colhoun, Bdr. M. Watson, Royal Artillery, Cpl. J. Baugham, R.A.F., the Resident Superintendent of the Club, Mr. M. F. Young, and the Hall Porter, Mr. J. Simpson.



Sea Lion visits Santa Cruz WAS THE WINE MIXED IN A BUCKET?

H.M.S. SEALION, under the command of Lieut.-Cdr. Derrick, Royal Navy, made two operational visits to Santa Cruz during May. Santa Cruz, situated on the south side of the island of Tenerife, is a busy Free Port, a port of call for cruise liners and banana boats, not to mention the tankers for a large oil refinery two miles south of the city.

The first visit was spent mainly in the shops of Santa Cruz, which do not open till 1630, as the Spanish custom of Siesta prevails. Only those who had access to private or hired cars managed to see much more of the island. Santa Cruz has in truth nothing more to offer than any free port provides anywhere in the world.

During the second visit a coach was hired for two days, so that all could make a tour of the island. This proved to be a most worthwhile excursion.

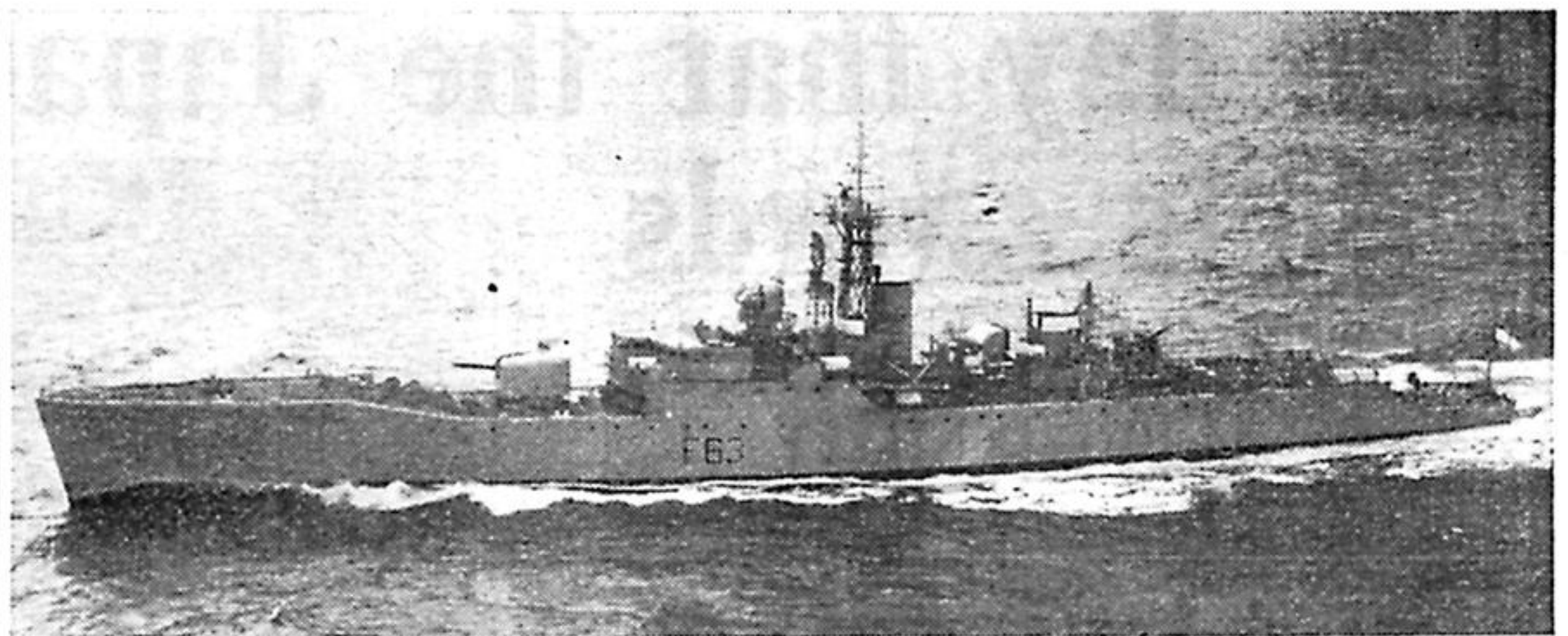
THE VOLCANO

At Laguna the bus turned off along La Esparanza, a road that runs along the top of the central range, climbing continuously towards the area known as Las Canadas, leaving behind the tropical vegetation and entering a pine

forest. Soon everything was enveloped in cloud, and after about 10 minutes the road burst out into the bright sunshine and a brilliant blue sky. The country had changed completely: just volcanic rocks of many and varied colours with steep cliffs and scree caused by weather erosion. There was no vegetation save small alpine plants.

Soon after leaving the clouds a stop was made for lunch at a small roadside cafe, the local wine being available for tasting, this giving rise to the suspicion that the wine was being mixed in a bucket at the back of the cafe.

The next stop was the volcano, the road descending into the original crater which was 12 miles wide and 9,000 feet above sea-level, and in the centre an impressive peak 3,000 feet



H.M.S. Scarborough, the "Whitby" class frigate which has just joined the Home Fleet after service in the Mediterranean.

Frigate has served in all parts of the world in five years SCARBOROUGH JOINS HOME FLEET

H.M.S. Scarborough (Commander P. W. Buchanan, Royal Navy), returned to Portsmouth from the Mediterranean on June 21 to give leave and to rejoin the Home Fleet.

The anti-submarine frigate started her present General Service Commission on June 6, 1961, and the latter half of that year was spent with the Home Fleet, apart from a month when the ship was detached for Fishery Protection Duties off Iceland, followed by a visit to Bergen.

Sailing from Portsmouth on January 12, 1962, Scarborough joined the Mediterranean Fleet at Arranci Bay at the end of the month, having visited Gibraltar and La Spezia en route. While in the Mediterranean the ship has taken part in several exercises, often with ships of other N.A.T.O. countries, as well as paying visits to many ports, including Taranto, Istanbul, Athens, Civita Vecchia (the port of Rome), Barcelona, Palma and, of course, her base, Malta.

ROYAL ESCORT

The ship was honoured to escort H.R.H. The Princess Royal in H.M.

high. The last major eruption was during the 16th century, but there have been lava flows since, one as recently as 1908.

BANANAS FOR ENGLAND

The north side of the island is the main banana producing area and as far as the eye can see there are green plantations interspersed with large water reservoirs, and stone channels for carrying the water to the plants, and then every three miles or so a packing station from whence the bunches are taken by lorry to Santa Cruz for transportation to Europe, in particular England.

The return road took the bus to La Laguna and completed the circle before dropping down again into Santa Cruz. During the two days everyone in the ship, except for about five, made the bus tour and everyone agreed that it had been worthwhile, even though one bus broke down necessitating a three-hour stop at the lunch cafe.

It is recommended that any other ship visiting the island should take a bus trip: the tourists will not be disappointed.

SLIPPED THROUGH BRITISH NET

A VESSEL which has been lying alongside the wharf in Cape Town for nearly ten years was condemned at the beginning of June and went to Davy Jones's Locker off Robben Island—now a penal settlement.

This particular ship—the Adelaar—was at one time famous as it was manned by a German by the name of Otto Schneider, who beat the Royal Navy by slipping out of a German port in 1945 and arriving safely in Eire.

Schneider then set off for South America, subsequently making the long passage to South Africa without any trouble. He set up in the coasting trade, doing very well, and the Adelaar was sold to some South Africans for about £18,000. The South Africans had business misfortunes and the vessel was sold soon after it was bought for £1,500.

Since the sale the Adelaar was never moved until she was taken out to sea and sunk. She just rotted in shame—or was it pride?

THIRTY KNOTS

Scarborough, built by Messrs. Vickers-Armstrongs at Newcastle, was laid down on September 11, 1953, launched by the Countess of Scarborough on April 4, 1955 and completed on May 11, 1957, is a First Rate Anti-Submarine Frigate of 2,500 tons (full load) displacement, and she is designed to operate at speeds of up to about 30 knots.

In peace time the ship normally carries nine officers and 180 ratings, but at present she carries extra officers and men for training and experience at sea.

One of the first of her class to be built the frigate is armed with two three-barrelled anti-submarine mortars and modern submarine detection equipment for use in her primary role. She also has a twin 4.5-in. gun turret, a most up-to-date gun direction system, and a twin 40-mm. Bofors anti-aircraft mounting. Newer ships of the Whitby class are being fitted for guided missiles to replace the Bofors mounting.

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CAPE TOWN SHIPMATES GO TO SEA IN PUMA

New look Africa Station Club

ONE of the most active of all Royal Naval Association branches is one some 6,000 miles away, viz. Cape Town. Always something seems to be happening there and, what is more, for the information of branches at home, there is someone good enough to keep the editor well informed of these happenings.

In a letter dated May 15, the vice-chairman of the Cape Town branch referred to the visit to Cape Town of the chairman, Shipmate Cyril Jackman, and Shipmate Fred Mortimer and their wives from Oranjemund in south-west Africa.

Oranjemund can boast of only 20 members, but they are extremely active socially and whilst the branch is only two years old it is already building its own hall.

GOOD LADIES EVENING

In the same letter it was reported that the Cape Town branch had just held a very successful informal social evening for its ladies which was attended by 126. It was such a success that the Cape Town committee has been obliged to organise another, and this informal function is on September 15.

The annual dance is to be held on July 7, and in his report dated June 12 the vice-chairman says that all tickets have been sold.

At the general meeting on July 13, Dr. R. H. Stoy, the astronomer, is to give a lecture to the members on the subject of astronomy, navigation and its application to the Navy. Dr. Stoy has given permission for a party from the branch to have a conducted tour of the Royal Observatory on October 5, when the stars/planets may be seen to advantage.

On June 6 shipmates of the Cape Town branch visited the luxury "hotel" liner, R.M.S. Transvaal Castle, for a conducted tour of the ship. The Royal Navy, too, does not forget the Royal Naval Association and several members went to sea in H.M.S. Jaguar, and witnessed anti-aircraft,

anti-submarine and bombardment exercises.

At the general meeting the branch secretary, Shipmate Dennis Raines, gave a talk and film show of his experiences on the South African supply vessel "R.S.A." to Antarctica and of the ship being stuck in the pack ice.

MEMBERS SAIL IN PUMA

H.M.S. Puma arrived at Cape Town at the beginning of June on her third commission on the station and officers and crew were entertained in the branch headquarters. A party of R.N.A. members made a trip from Cape Town to Simonstown in the frigate.

A life member of the branch, Shipmate John Hart, of Port Elizabeth, who was invalided out of the Royal Navy with severe wounds received in H.M.S. Southampton at Crete, was lucky enough, with the permission of the commanding officer of H.M.S. Jaguar to take passage in the ship from Simonstown to Port Elizabeth.

A shipmate who has just emigrated to South Africa and who will live near Port Elizabeth, is being put in touch with Shipmate Hart and the Cape Town vice-chairman understands that Shipmate Hart and Shipmate P. E. Hutson have been longing to start a new branch at Port Elizabeth.

In addition, assistance is being given to Mr. J. Thomson, a resident of East London, by the Cape Town branch. Mr. Thomson is endeavouring to start a branch at East London.

PRINCE PHILIP'S BIRTHDAY

Although there are all sorts of ideas of the so-called suppression "Eng-

lish" tradition since South Africa became a Republic, the Cape Town reporter thinks it may interest readers of "Navy News" to learn that at the South African Naval Base, Simonstown, which is well known as "Snooky," on June 10 ships in the harbour were dressed overall in honour of the Duke of Edinburgh's birthday.

Whilst on the subject of Simonstown, many of the old Navy will remember the R.N. Africa Station Club in Simonstown which was the Warrant Officers' and Chief and Petty Officers' Mess before the take-over by the South African Navy. This building is now being modernised, including a very smart bar, and was opened formally on June 8 by Rear-Admiral H. H. Bierman, Chief of Staff, South African Navy, who is the branch vice-president. A new mess (for South African Naval Personnel) has been named Southern Floe, after the South African minesweeper which was sunk near Tobruk during the Second World War.

Thunderstorms did not spoil Area Rally

UNDAUNTED by thunderstorms, the annual rally of No. 6 Area, Royal Naval Association, was held at Chesham, Bucks, on Sunday, May 27. At this event the Standard of the Chesham and Amersham Branch of the Association was dedicated.

There was a muster of 250 members and, including Standards of other organisations, there were 26 Standards on parade. As the Chesham and Amersham Branch is the smallest in No. 6 Area, this was an excellent achievement and reflects great credit on Shipmate F. Evans, Chairman of the branch. Without his efforts it would not have been possible to hold the rally at Chesham.

Prior to marching to the Parish Church of Chesham, the parade was inspected by Cdr. E. L. Barker, of the United States Navy.

Malvern has new Headquarters

THE Malvern Branch of the Royal Naval Association met for the first time in its new Headquarters, the Tudor Club, Malvern, on June 1, and there was a good attendance.

Shipmate J. H. Brown, branch chairman, welcomed to the meeting Shipmate S. Harrison, at present on leave after service in H.M.S. Terror. The chairman also welcomed as new members Mrs. Hempstead, Mrs. Jungeroen (former Wrens) and Mrs. Ruddall, who received association badges.

The chairman praised the good attendance and hoped it was an augury for the future which, with the co-operation of members, could be a very happy and successful one. He referred to the membership figures, considering them to be encouraging, but asked that ex-naval personnel in the district should be encouraged to become members of the association.

The members were pleased to hear from the sick visitor that their vice-president, Shipmate A. W. Pemberton, was now making satisfactory progress. It was proposed that a further visit should be made to Shipmate Pemberton and that he should be given a small gift from the branch to show its appreciation for the valuable help and loyal support he has given the branch.

Newcastle at birth of new branch

THE Newcastle and Gateshead Branch of the Royal Naval Association visited Bedlington on June 15 to support Shipmate Frank Wade, the National Chairman, when he launched the new branch there.

In his opening remarks the National Chairman said how proud he was that No. 11 Area was now the largest in the country, and went on to deal with the various items that would be of use to the six founder members.

The chairman of the new branch is Shipmate Turner, "mine host" of the Bedlington Terrier, which will be the headquarters of the branch. Shipmate Nicholson is the secretary and Shipmate Ord the treasurer. Shipmates Priestman, Scott and Skettleburn form the committee.

Shipmate Anderson, national vice-president and also vice-president of the Newcastle and Gateshead Branch, spoke of the work done by the National Council and urged every branch to send a delegate to the annual general meeting. Shipmate Thirlwell, secretary of the Newcastle Branch, in a very witty and absorbing speech, stressed the comradeship within the association.

The Area Welfare Officer, Shipmate Harper, and Shipmate Denton, treasurer of Newcastle Branch, each spoke in their capacities, and afterwards Shipmate Wade formally handed over the meeting to Shipmate Turner, the new founder chairman. Her Majesty The Queen was then toasted and another new branch was born.

Shipmates Wilson and Campbell visited a Cockerham Branch shipmate, Joe Riddle, who is in a Newcastle hospital. After a good long yarn they left with a promise that other Newcastle members would pay him a visit. "By the way," say Shipmates

Wilson and Campbell, "Joe is getting on fine and hopes to be home soon." A Newcastle member in hospital being visited is Shipmate Wood.

The Newcastle Branch is thriving and membership is still going up. All meetings are very much enjoyed.

MAYOR ATTENDS ALDERSHOT BALL

ONE of the first duties undertaken by the new Mayor of Aldershot, Councillor S. C. H. Gibbs, was to attend the Royal Naval Association Ball on May 26.

Among the 350 members of the Aldershot Branch of the association and guests were Sir Eric Errington, M.P.; the Deputy Mayor, Councillor A. W. Symonds; Insp. C. H. Keddie, of the Special Constabulary; the Rev. N. S. Metcalfe, Branch Chaplain; and Shipmate Arthur Legg, National Council Member and Hon. Secretary of No. 3 Area, R.N.A.

Shipmate Legg presented the Standard Bearer's Cup, won by the Aldershot Branch at last year's annual reunion (Shipmate Watts was the Standard Bearer) to Shipmate J. C. Ridgeon, Chairman of the branch.

The Aldershot shipmates paid tribute to the memory of one of their number, Shipmate J. Leaver, who died recently by attending his funeral, the coffin being covered with the branch Standard. Shipmate Leaver joined the Aldershot Branch when it was first formed and he will be greatly missed.

Day by the sea for Edgware

ON Whit-Sunday, June 10, members and supporters of the Edgware Branch of the Royal Naval Association had a day by the sea, going to Eastbourne.

The shipmates of the Eastbourne Branch provided an excellent tea for the visitors, and this was followed by an evening's entertainment which was much appreciated. The Edgware members would like to say how grateful they are to the Eastbourne Branch.

The Edgware Branch Standard is to be dedicated on Sunday, September 16, at St. Michael's Church and a welcome is extended to branches to be present with their Standards. Those wishing to attend should communicate with the secretary of the Edgware Branch, Shipmate G. W. Cook, 77 Wolsey Grove, Edgware, Middlesex.

CHESHUNT PUTS ON A GOOD SHOW

WHEN the Cheshunt and Waltham Branch of the Royal Naval Association held its dance on May 19 there was an added attraction, for No. 6 Area held its Darts Knock-out Cup Final. There were over 200 members and guests, who included Association members from Hertford, Stevenage and Bracknell Branches.

The Bracknell "A" and "B" teams contested the final which, after an exciting tussle was won by the "A" team. The winners were presented with the cup and their medals by Mrs. Guest, wife of Mr. Guest, a prominent Cheshunt jeweller, who had donated the cup.

WINNERS CELEBRATE

The winners celebrated their worthy win by christening the trophy with a well-known navy beverage. The runners-up were not to be outdone and did the same with their cup which had been donated by the Cheshunt and Waltham Branch Chairman, Shipmate R. Tuckey.

The guests of honour for the evening were the Cheshunt and Waltham Branch's new Chairman, Lieut.-Cdr. Hempel, R.N.R., and Mrs. Hempel.

The success of the evening was due largely to the work of the Cheshunt and Waltham Social Secretary, Shipmate E. Champion and his helpers, and this fact was recognised by the shipmates of Bracknell Branch, who thanked all the Cheshunt members for the fine evening, hoping that there would be a repetition next year.

Perhaps next year more branches from No. 6 Area will enter—they will be welcome.

A Russian guided-missile destroyer was sighted in the English Channel, off Littlehampton, on June 15.

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"EYES OF THE FLEET"

Pioneers of 1911 blazed the trail to Taranto and Bismarck

THE story of Naval Aviation from its earliest days has been one of "ups and downs," initiative, frustrations, bravery of the highest order, and romance.

Romance may appear to be a strange word to use in connection with an arm of the fighting forces, but from the time when the Wright Brothers offered to sell their patent for the construction of aircraft to the Admiralty, and this offer was turned down because the Admiralty was "of the opinion that that would not be of any practical use to the Naval Service," right up to now, its development has been full of interest.

STRUGGLES

From the big build-up of the Royal Naval Wing of the Royal Flying Corps and the Royal Naval Air Service and the transfer to the Royal Air Force (when, in 1918, Navy lost 50,000 officers and men, 2,500 aircraft and nearly 100 airfields scattered throughout the world), to the interecine, behind-the-scenes, struggles between the Navy and Royal Air Force between the wars for men and money, to the Second World War when the Swordfish aircraft from H.M.S. Illustrious shattered the Italian Fleet in Taranto, thereby altering the course of the Naval war in the Mediterranean, the crippling of the Italian ships at Matapan, the damage to the Bismarck, from the primitive planes to the modern aircraft costing almost as much as a "V" or "W" destroyer—here is romance indeed.

THE PIONEERS

It was in March, 1911, that the four pioneer naval airmen joined Eastchurch airfield for training by the Royal Aero Club. They were Lieut. C. R. Samson, R.N., Lieut. R. Gregory, R.N., Lieut. A. M. Longmore, R.N., and Lieut. E. L. Gerrard, R.M.L.I. They were joined a little later by Lieut. G. Wildman-Lushington, R.M.A.

Before the end of that year Cdr. Oliver Schwann, R.N., had made the

first seaplane flight from the sea—in an Avro biplane which he had bought and fitted with floats and gas bags at his own expense, and by the end of 1912 men had flown from both a ship at anchor and from a ship under way.

The Royal Naval Air Station, Eastchurch, had been set up and Lieut. Samson, R.N., flew a Short biplane from a platform, built over the fore-castle of the battleship H.M.S. Africa, whilst the ship was at anchor off Sheerness.

The Royal Flying Corps was formed, comprising Naval and Military Wings and naval aircraft took part in a Fleet Review for the first time. During the Review Cdr. Samson became the first man to fly from a ship under way. H.M.S. Hibernia had been fitted with a launching track, 100 feet long, and he took off in a Short S.27 biplane whilst the ship was steaming at about 10 knots off Weymouth.

In 1914 the Naval Wing of the Royal Naval Air Service, and in July 1914 this comprised 52 seaplanes, 39 aero-

planes, 7 airships with 128 officers and 700 ratings.

The first British raid on Germany, September 22, 1914, was led by Cdr. Samson.

TWO VICTORIA CROSSES

Sub-Lieut. Reginald Warneford of the Royal Naval Air Service gained the Victoria Cross for shooting down a Zeppelin on July 7, 1915, and in November, 1915, S/Cdr. (now Vice-Admiral) R. B. Davies, again of the Royal Naval Air Service, gained the second V.C. of the Service when he landed his Sopwith Camel alongside another which had crashed on the Salonika front.

Coming to much later days it is perhaps not generally recognised that over 50 Fleet Air Arm Pilots fought with the Royal Air Force in the Battle of Britain.

Dedicated men, through their bravery and their initiative, and despite frustrations which would have daunted all but a few, led the way, not only in Naval Aviation but in all forms of work in the air.

CARRYING A 'PUNCH'

Over 150 years ago Admiral Nelson used to cry out for more frigates—the eyes of the fleet. Today the Fleet Air Arm can provide the "eyes" which, as demonstrated in the last war, can search many millions of square miles of the ocean, and at the same time deliver a "punch" which far exceeds that which a whole fleet in Nelson's day could produce.

How true is the Flag Officer Air

OVER-WATER CRAFT ARE SHIPS

IN January of this year the Inter-Service Hovercraft Trials Unit was formed at H.M.S. Ariel, Lee-on-Solent.

Officers and men of all three services have started to operate and evaluate existing Hovercraft with the object of providing efficient information for the writing of detailed Staff Requirements.

The Hovercraft is a vehicle which can be partly or wholly supported by a self generated air cushion beneath the craft. Because the pressure of this cushion acts over the whole underside of the craft extremely low pressures are required to support the weight. It is for this reason that the vehicle can travel over water and land. The low friction of this air cushion enables very high speeds to be obtained over water, wave drag at speed being almost non-existent.

MAXIMUM—100 KNOTS

These qualities can be utilised by the three services in many ways. Amphibious assault and resupply, river and marsh crossing, overland load carrying, antisubmarine warfare, mine countermeasures, air/sea rescue and sonobuoy recovery are some of the possible uses. In the Naval sphere, in particular, it now seems possible to design a ship which can travel at a maximum of 100 knots in contrast to the 30-35 knots which has been our limit for so long. Over-water craft are being treated as far as possible as ships and are being "driven" by a driver or helmsman.

The world's first Hovercraft, Saunders Roe N.1 has just completed a three month's trial at H.M.S. Ariel. Originally intended as a pure research machine with a life of some 10 hours, it has been developed into a most successful craft. After operating for over 400 hours it is now capable of speeds of over 60 knots and can cross waves up to 3 feet in height. Overland and overwave performance has been studied and the Trials Unit has prepared itself to evaluate the second generation of craft. It is hoped that these would include such craft as the Westland SRN-2, the Vickers V.A.-3, the Britten Norman C.C.2 and Denny's D.2.

At Press demonstrations during June, off Cowes, the SRN-2, 64 feet long, 27 tons, took journalists in the roomy 42-seater cabin, fitted with thick carpets, at between 50 and 60 knots. From the passengers' point of view there would be no discomfort when crossing waves two to three feet high, and adequate soundproofing of the cabin has been achieved.

F.A.A. ADVANCEMENTS

To Acting Chief Aircraft Artificer (O) L/FX. 512958 P. G. Teale.
To Chief Air Fitter (AE) L/FX. 822863 G. W. Bevan, L/FX. 848682 M. J. Holland, L/FX. 816891 F. M. Redmore, L/FX. 822879 R. F. Hawthorn, L/FX. 316835 E. Swinney.



A fine view of the flight deck and "island" of H.M.S. Ark Royal. The four aircraft in the bows are Scimitars. Those lined up in the centre are Sea Vixens and those with folded wings are Gannets (A.E.W.).

(Home's) statement that the Fleet Air Arm of today is, and is likely to remain so, the "Spearhead of the Navy."

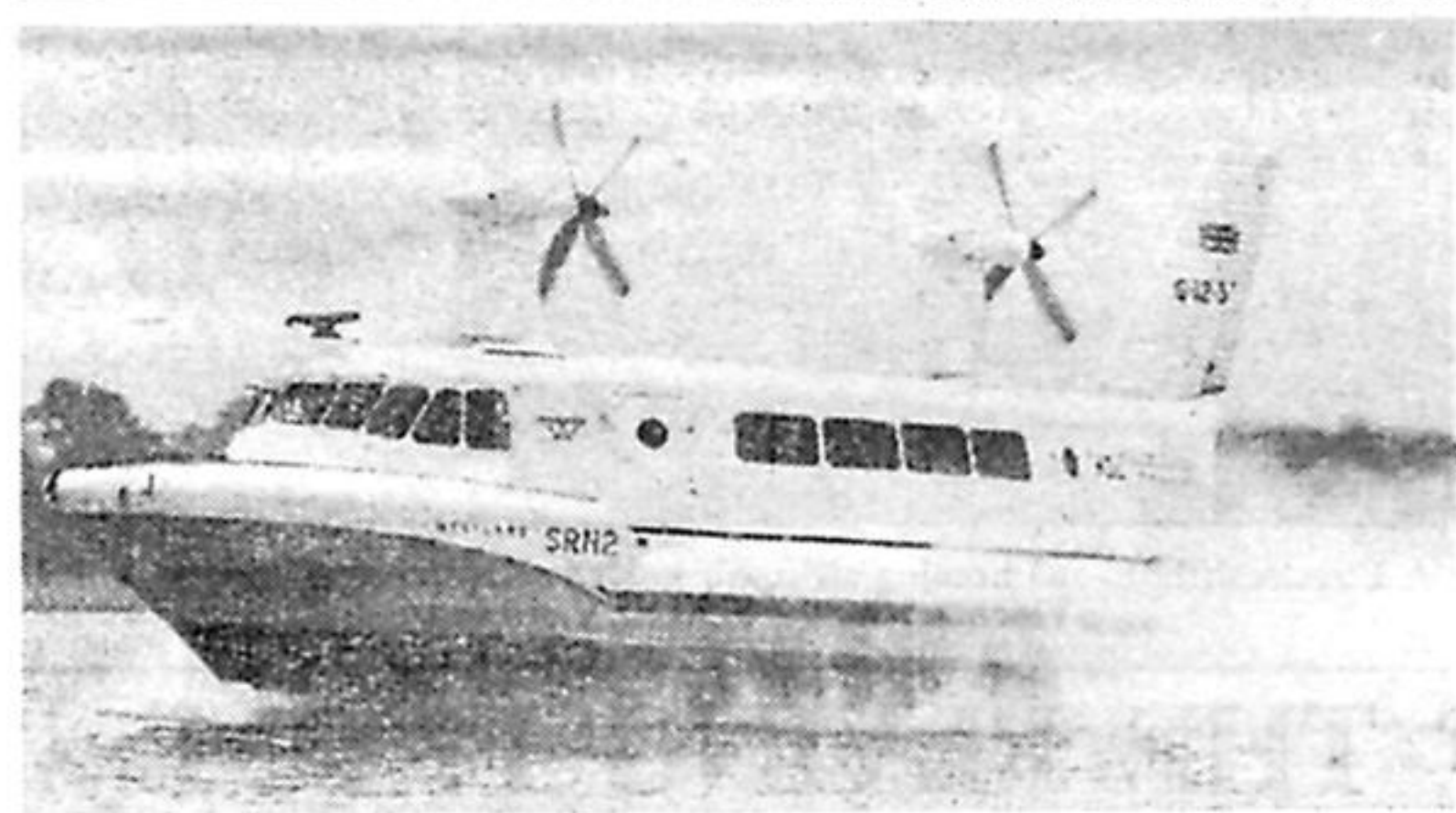
In size the present Fleet Air Arm is but a shadow of its former self but it has given a lead to all the world's navies in several ways, e.g. the steam catapult, the angled flight deck, and the mirror landing devices—inventions which have revolutionised carrier flying.

The following pages and pictures of some of the Royal Navy's aircraft, ships and air stations which, of necessity, is extremely sketchy, points out in a small way, the potentialities of the Fleet Air Arm.

Silver casket marks freedom

ON June 16 the Royal Naval Air Station, Yeovilton, received the Honorary Freedom of the Borough of Yeovil at a ceremony which took place at Yeovil Town Football Ground.

After the presentation of a silver casket to the Commanding Officer, Capt. R. H. P. Carver, C.B.E., D.S.C., Royal Navy, the ship's company marched through the town with fixed bayonets.



The Westland SRN-2 speeding along off Cowes

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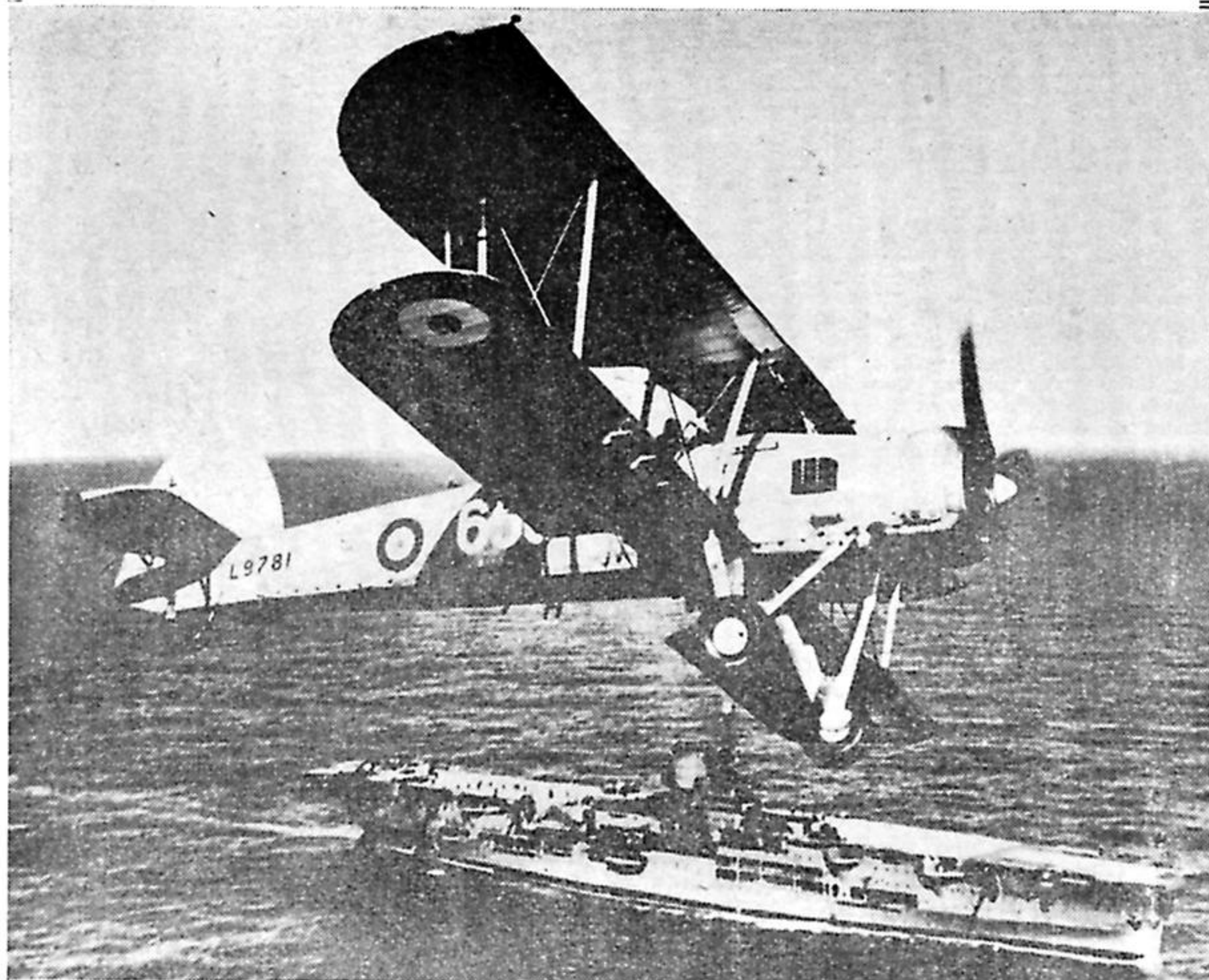
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Names to be remembered



Probably the best remembered aircraft of the Fleet Air Arm—the Swordfish—the "String-bag."—The ship is H.M.S. Ark Royal, the 1937 version, sunk so many times by "Lord Haw-Haw" and eventually torpedoed off Gibraltar November 14, 1941

Heron's primary task is to train Fighter Pilots

H.M.S. Heron, the Royal Naval Air Station, Yeovilton, held its annual Air Day on June 30, when vast crowds flocked to see the static and flying displays put on by the officers, men and Wrens who work in this station, set in some of the most beautiful parts of England.

In December 1961, to celebrate 21 years of friendship and good will, in war and peace, between the Air Station and the Town of Yeovil, an 18-in. high silver heron was presented

to the Mayor and people of Yeovil by the Captain and people of H.M.S. Heron.

The Captain, Captain W. C. Simpson, O.B.E., D.S.O., Royal Navy, in making the presentation said: "At this Station, set in the heart of Somerset, we carry out the tradition of King Arthur, only our Excalibur has a more potent thrust and is held poised over the earth by the aircrews that we train here."

H.M.S. Heron first commissioned

on June 18, 1940. Since that date the primary task of the Station has been to train Fighter Pilots for the Fleet Air Arm. The types of aircraft in which these pilots have been trained include Gladiator, Skua, Fulmar, Wildcat, Hurricane, Corsair, Sea Fire, Hellcat, Sea Hornet, Firefly, Vampire, Venom, Sea Vixen.

H.M.S. Heron is the parent station for the aircraft carriers' Sea Vixen squadrons. The resident squadrons are 766 and 899, Naval Air Squadron No. 766 is responsible for the training of the Sea Vixen aircrews.

Ancillary tasks include the live training of Direction Officers and the co-ordination of the Fleet's requirements for aircraft within Home Waters. In recent years the runways have been lengthened and strengthened to operate the new generation of aircraft.

VICTIM OF JET AGE

Air Engineering training at Arbroath

H.M.S. Condor, Royal Naval Air Station, Arbroath, was commissioned in June 1940. The Air Station is the fourth "ship" to bear the name "Condor." The first H.M.S. Condor was a gun-vessel of 780 tons built in 1876. The second was a steel sloop of 980 tons launched in 1898, armed with six 4-in. quick-firers. She came to a sudden end, foundering in a Pacific gale in 1901. The third H.M.S. Condor also had a violent fate being wrecked off Lowestoft in November 1914. She was an armed trawler, hired by the Admiralty.

The fourth H.M.S. Condor is less likely to sink, being built on the rich earth of the Angus coastline. During the war years "Condor" was the home of many squadrons both operational and training, and many of the Navy's war-time observers were trained at Arbroath.

AIR ENGINEERING TRAINING

In 1946 "Condor" became the home of aircraft artificer training which was transferred from its war-time home at Newcastle-under-Lyme, Staffordshire. Intensive operational and flying training continued, however, until the advent of the jet age made the airfield unsuitable for this role. The station's major task now is to train the air engineer personnel of the Fleet Air Arm.

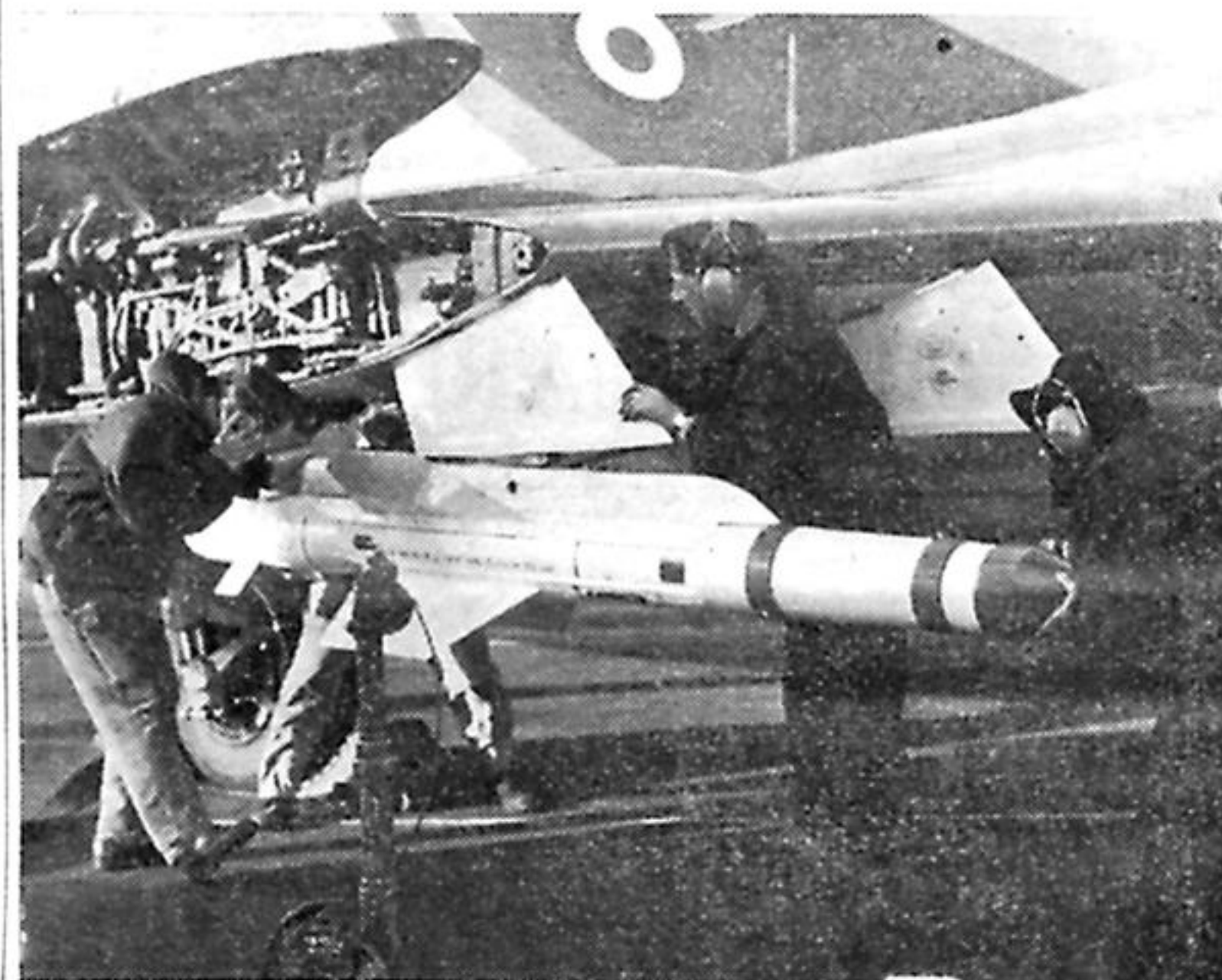
Long courses are given to Aircraft Artificers, and specially selected ratings, destined to be Aircraft Mechanics. Shorter courses are given to junior ratings being instructed in the more basic maintenance techniques, and other courses are designed

to qualify air mechanics for advancement to leading rates, or Petty Officer. Pre-commission courses in the latest aircraft and equipment are given to personnel about to join squadrons or ships.

AIRFIELD STILL USED

The airfield at H.M.S. Condor is still in constant use, mainly by communication aircraft, including the Navy's "airline," 781 Squadron, based at Lee-on-Solent. The station has two aircraft of its own, a Dominie and a Sea Prince. These aircraft are used for communication work and to give flying experience and practical demonstrations to the aircraft maintenance trainees.

Since commissioning in 1940, H.M.S. Condor has forged firm links of mutual respect with the local people. The twenty-first anniversary of the association was marked last year by the presentation of the Freedom of Arbroath to the Ship's Company of H.M.S. Condor.



A Firestreak infra-red homing air-to-air guided missile being fitted to a Sea Vixen on board H.M.S. Victorious.

MOST OF THE FLYING FROM ABBOTSINCH IS TEST WORK

THE Royal Naval Air Station, Abbotsinch was first opened as an airfield in 1932 by the Royal Air Force who used it as the Headquarters of No. 602 Squadron, Royal Auxiliary Air Force until, on the outbreak of the Second World War, it became fully operational. Amongst the variety of tasks performed here by the Royal Air Force at that time was the training of Naval Torpedo Crews.

The geographical position of the airfield, however, made it ideal for Naval purposes. The deep water of the Clyde was suitable for berthing aircraft carriers, and from there it was only a short trip by water up the River Cart to Abbotsinch, where damaged aircraft could be repaired and test flown. Thus, in September 1943, the airfield was transferred to the Fleet Air Arm, providing accommodation for four disembarked front-line squadrons, maintenance facilities for carriers in the Clyde and as a salvage and storage unit for about 50 aircraft.

PRESENT TASKS

Now, in 1962, the task at Abbotsinch is fourfold:

- (i) To accept new aircraft from the manufacturers, fit them with the latest modifications and then test-fly them before delivery to other ships and establishments for squadron service.
- (ii) To inspect and modernise aircraft which have been in squadron service for some time.
- (iii) To store aircraft at a high degree of readiness for future use. And lastly, to salvage useful parts from obsolete aircraft before they are sold as scrap.

It follows from the nature of the task that the work varies in intensity and there are times (for instance, if all the aircraft from a squadron need certain modifications fitted before a given date) when work has to go on night and day to meet the deadline.

Most of the flying from Abbotsinch is test-flying, an exacting job in which aircraft are put through a stringent series of tests before being certified as fully serviceable. With modern, all-weather fighters like the Sea Vixen this is a two-man job, and the test pilot is assisted by a flight test observer.

HIGHLY SKILLED TECHNICIANS

The flight testing of aircraft is, of course, only half the story. A modern aircraft costs as much as a destroyer did before the Second World War, and most of the cost is devoted to the highly-developed control, weapon and navigational systems. The more complicated the machine the more is the need for highly-skilled technicians to maintain and service it, and the majority of the personnel at Abbotsinch fall into this category. The engineering, electronics, ordnance, radar and instrumental departments, all must inspect, repair and maintain their own particular parts of each aircraft if it is to continue in service as an efficient fighting machine.

In 1963 Abbotsinch will cease to be a Naval Air Station after just 20 years under the White Ensign and 31 years flying. However, it does seem that the flying tradition will continue almost unbroken when Abbotsinch becomes the new civil airport for Glasgow.



The first Westland Wessex Helicopter ever to land on an aircraft carrier—H.M.S. Hermes—June 1960.

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A Gannet is an Airborne Radar Station HELICOPTER TRAINING. AT CULDROSE

THE Royal Naval Air Station at Culdrose, Cornwall, was commissioned as H.M.S. Seahawk on April 17, 1947. It is situated on the main Lizard peninsula road (A3083), two and a half miles from Helston and within easy reach by road from a large proportion of the Cornish holiday towns and beaches. Culdrose was the first Air Station to receive the freedom of its local Borough; this was in September, 1958.

On July 28 Culdrose will be open to the public. This will give the 2,500 officers, ratings and W.R.N.S. an opportunity to show what they do on this large air station, and both static and flying displays will be included in the programme. Since 1947 Culdrose has undertaken many different tasks including almost every operational and training role.

Today the primary concern of Culdrose is the Royal Naval Helicopter School and the work-up of operational Helicopter squadrons. The school trains and awards "wings" to new pilots before converting them to the new turbine powered Wessex. In the anti-submarine role the Wessex can find, fix and strike the enemy submarine, by day or night, without assistance from other units. In the Commando role this large helicopter can carry up to 15 fully armed marines or large quantities of stores.

Fixed-wing flying at Culdrose is mainly concerned with the Gannet Airborne Early Warning aircraft and the aircrews are trained to operate this complicated aircraft before embarking in aircraft carriers. The Gannet, powered by Double Mamba turbo-prop engines, is an airborne radar station capable of detecting both air and surface targets, many miles distant from the Fleet. In addition, another squadron of Venom and Gannet aircraft operates from Culdrose.

FLIGHT DECK TEAM TRAINING

The School of Aircraft Handling has been at Culdrose for a number of years. This unit trains officers and men in all aspects of carrier deck operations, a most important task, as the efficiency of a task force at sea so much depends on the efficiency of the carrier's flight deck team.

The Air Day at Culdrose will be supported by other Fleet Air Arm Stations—Scimitar and Buccaneer strike aircraft and Sea Vixen all-weather fighters—all will be on show. World War II veterans, the Swordfish, Hurricane and Spitfire will also make their venerable appearance.

1962 is the fiftieth anniversary of Military Aviation in Great Britain. It is worthy of note that the Admiralty established an air section of the Naval Staff in 1909, and that in March 1911, the first naval pilots started training, four officers from over 200 volunteers! Vast changes have taken place since those days, and whilst aircraft of that vintage are not available, R.N. Air Station Culdrose will take great pride in welcoming to its Air Day some of the men who were connected with Naval Aviation in those pioneering days.

FLEET AIR ARM IS SPEARHEAD OF THE NAVY

Air Power contributes to Efficiency and Economy

(By VICE-ADMIRAL D. P. DREYER, C.B., C.B.E., D.S.C.)

IT is 50 years since the first experiment with aircraft in the Royal Navy, and though the Fleet Air Arm went through a period of uncertainty in the 1920s, during the last war and since it has gone from strength to strength and is now clearly established as the spearhead of the Navy. Gigantic developments have taken place in aviation during this period and the aircraft carrier is now the capital ship of the Fleet.

Critics of the Royal Navy point to diminishing numbers of ships without reductions in personnel but fail to observe that a single Helicopter Squadron, manned and supported by one-fifth of the number of officers and men borne in a flotilla of nine destroyers of the thirties, can, with modern equipment, search for and strike submarines as effectively over an area of sea ten times as great.

Equally, the power to strike over vastly increased distances has risen dramatically. A broadside from a battleship threw five tons of explosive some fifteen miles whereas a Buccaneer squadron can deliver the equivalent of tens of thousands of tons of TNT over ranges of hundreds of miles.

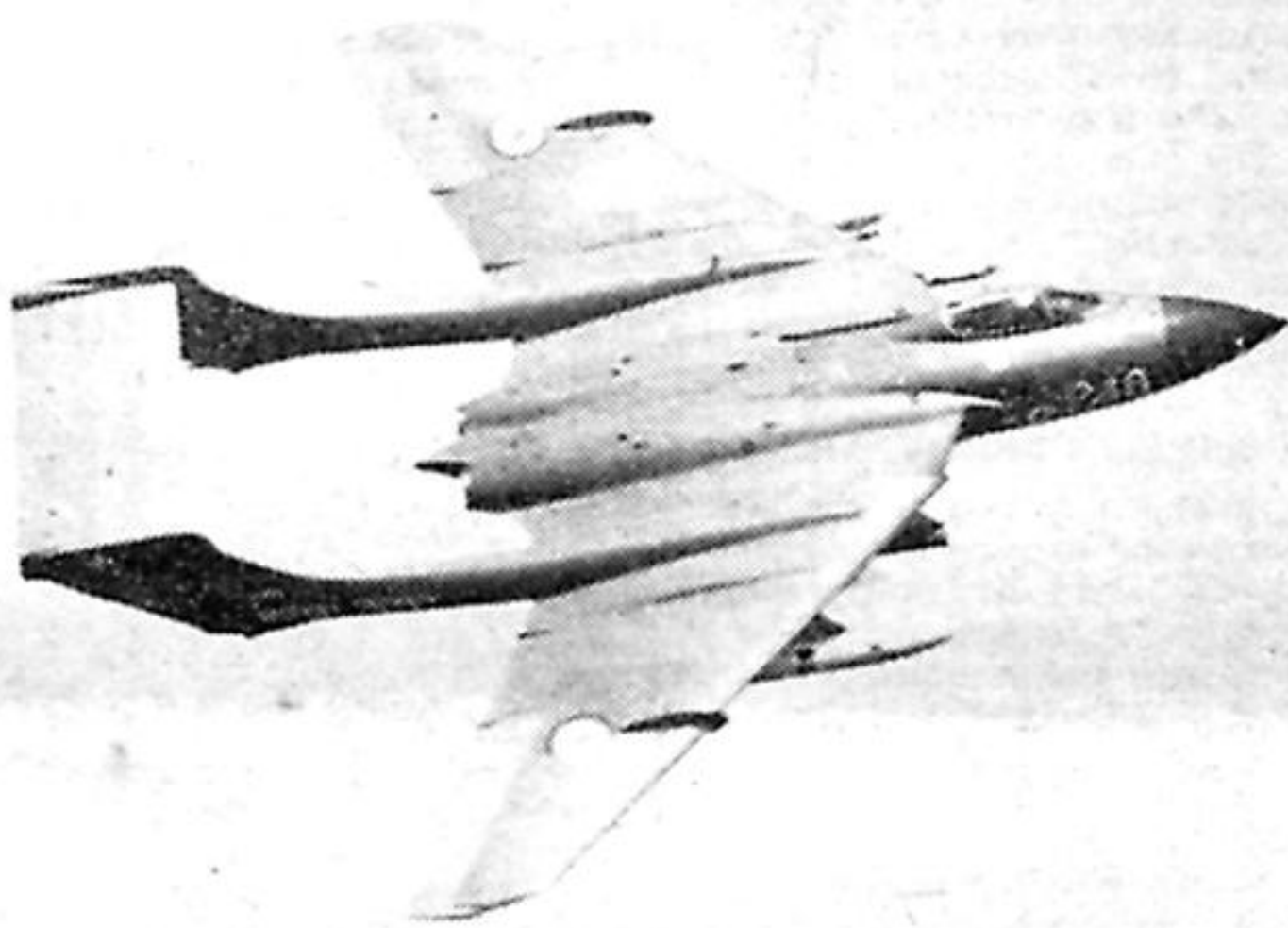
In many other ways, the greater

effectiveness of air power contributes to efficiency and economy in the Fleet.

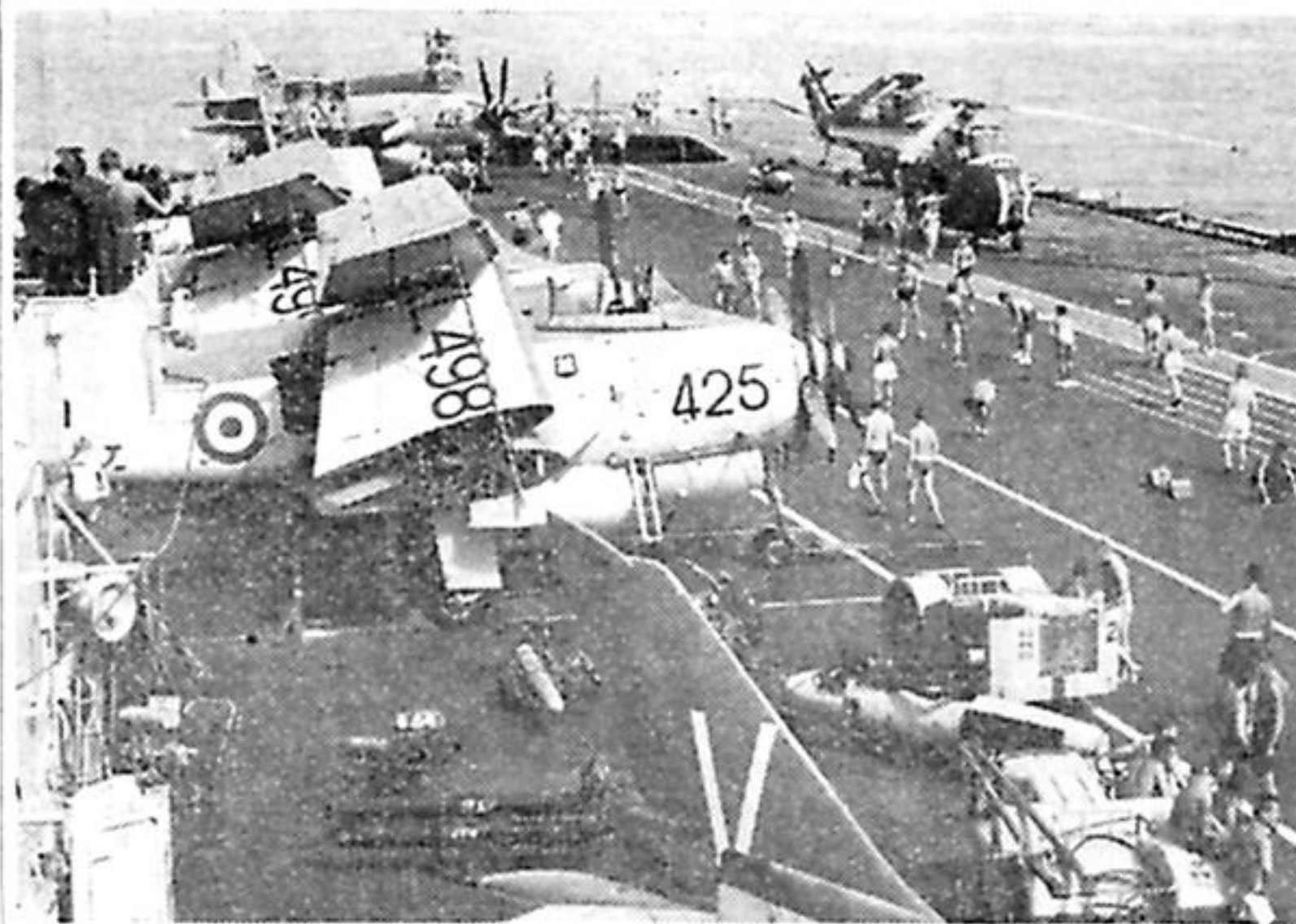
READY TO PLAY VITAL PART

Only a privileged few can witness the activities of front-line squadrons operating from their parent aircraft carriers. But the annual Air Days provide the public with an opportunity to glimpse the progress of development of aircraft, weapons and equipment in air stations ashore, where the backing for the front line is held and where much of the training is done.

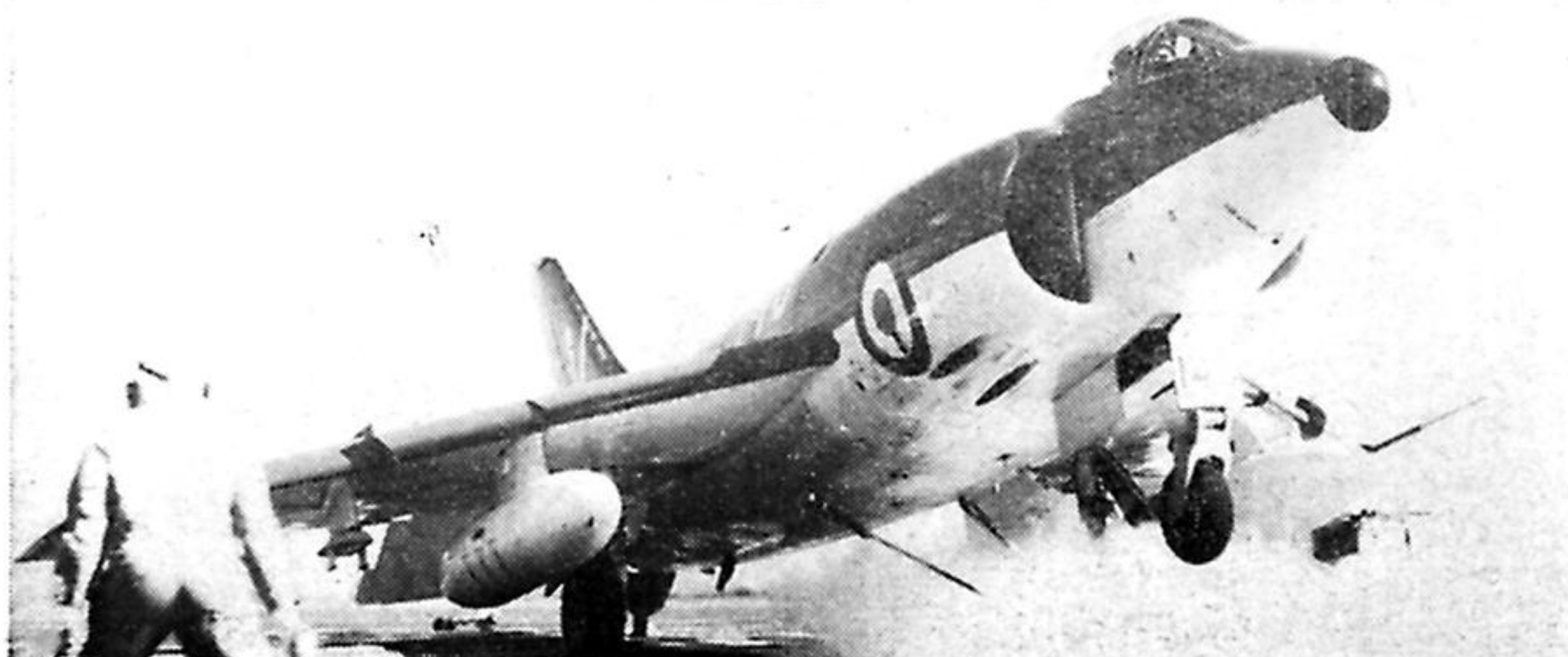
The Fleet Air Arm is clear in its purpose and is ready to play its vital part with the other services in preserving the peace in all parts of the world.



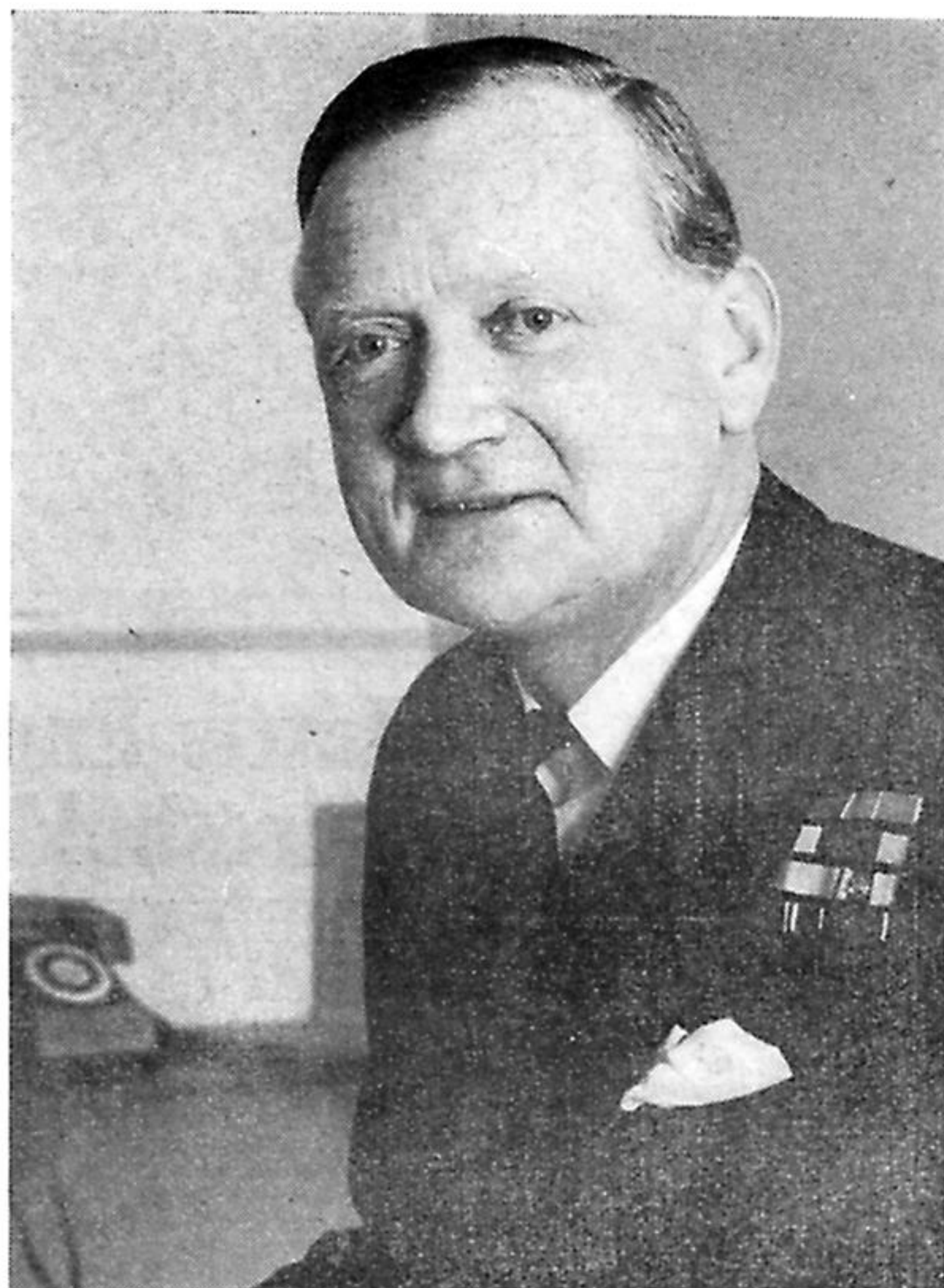
A Royal Navy Sea Vixen—a two-seat day and night all-weather fighter. Can carry four Firestreak guided missiles.



Relaxation time on the flight deck of H.M.S. Victorious. The aeroplanes on the starboard are Gannets A.E.W. (Airborne Early Warning) and the helicopters are Whirlwinds.



A Scimitar being launched from a carrier. The Vickers-Armstrongs Scimitar is an interceptor fighter and strike aircraft capable of extremely high subsonic speeds at low altitudes.



The Flag Officer Air (Home)—Vice-Admiral D. P. Dreyer, C.B., C.B.E., D.S.C.

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The smaller "Wasp"—also turbine-powered—is ideal for anti-submarine operations from escort vessels too small to

accommodate the "Wessex". As demonstrated in recent evaluation trials, it can operate successfully, even in moderate seas, from a platform only 26ft. x 21ft.

In commando carrier operations from H.M.S. "Bulwark", "Whirlwinds" are giving vital mobility, enabling shock troops and supplies to be put ashore rapidly in remote places, and subsequently providing a fast, direct transport link between the troops and their parent carrier. Soon the larger "Wessex" will bring even greater striking power, carrying 16 fully-equipped troops (as against 10 in the "Whirlwind") or twice the amount of freight.

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Accommodation blocks, recreational rooms and dining halls at R.N. Air Station, Brawdy

FULMAR—THE NAVAL AIR STRIKE SCHOOL

LOSSIEMOUTH is the most northerly of the Royal Naval Air Stations and was commissioned as H.M.S. Fulmar in 1946 when taken over from the Royal Air Force.

Until 1961 the main task had been the operational training of Naval Fighter Pilots but, with the advent of the Buccaneer and the specialised training required for the modern low-

level strike concept (and this Station being most suited for operating this aircraft) the Naval Air Strike School was inaugurated and the Fighter Task was moved elsewhere.

Taking into consideration the excellent weather factor, the one-and-a-half miles main runway and a modern recovery system, it was natural that the Station should have acquired Master Diversion Status last year—the only Naval Air Station holding this title.

The primary task at Lossiemouth is a vital one, consisting of the transformation of pilots straight from students with only basic flying training into effective operational naval aviators: this is achieved by the instructors of 738 and 764 (Hunter) and 736 (Scimitar) Squadrons, which together comprise the Naval Air Strike School.

(Continued from column 3)

The nearby town of Haverfordwest provides good shopping facilities and entertainment and close ties are maintained with the local civic authorities. Over the years those serving at R.N.A.S. Brawdy have been able to assist in adding colour and a naval flavour to many traditional ceremonies; in particular, the volunteer band has played a notable part in local pageantry. This is all the more suitable as the office of Mayor of Haverfordwest carries with it the title of "Admiral of the Port."

WORK-UP BASE

One of Brawdy's assets has always been the availability of air-to-air and air-to-ground firing ranges in the near vicinity. This has led to Brawdy being used in the past as a work-up base for front line Naval Air Squadrons. In this connection, it is interesting to note that Canadian and Indian Squadrons have worked up at Brawdy. For a long period, all Dartmouth Cadets received their first flying experience over the Pembrokeshire countryside. Since helicopters were first used for Air Sea Rescue the presence of these machines at Brawdy has proved of immeasurable value not only to airman but also to civilians and mariners of varied nationalities.

Now, Brawdy is on the threshold of a new life. The face-lift it is now being given will enable it to deal with an intensive flying task and the Fleet Air Arm's latest aircraft.

BUCCANEER I. F. T. UNIT

Consistent with the recent method of introducing new naval aircraft into Service was the formation of the Buccaneer Intensive Flying Trials Unit, designated 700Z Flight, in the Spring of 1961 and whose task is almost complete. Throughout the summer this powerful low-level Strike aircraft—the latest addition to the Fleet Air Arm—will be appearing at the majority of Air and Navy Days culminating with a display at the S.B.A.C. Show at Farnborough in September in conjunction with 766 Squadron's Sea Vixens and 736 Squadron's Scimitars.

800 and 803, our front-line Scimitar squadrons; are currently embarked in their parent carriers, H.M.S. Ark Royal and H.M.S. Hermes respectively, so the newly qualified pilots graduating from the Strike School will complete their first ship-borne steam catapult launch and arrested landing as part of their initial flight in their first front-line squadron.

AIR DAY

Representative of a bygone age, the last Fairey Fulmar, still in flying trim, is now appropriately resident in the Establishment bearing its name and this, together with other veterans including the Swordfish, Spitfire and Hurricane will compete for the crowd's affection with their present day jet counterparts at the H.M.S. Fulmar Air Day on July 21. This function affords the general public an opportunity to understand the aims and difficulties involved in the operation of large and noisy jet aircraft in all types of weather by day and night, and to see at close quarters the results achieved from such intensive flying training; also to witness how Officers, Sailors and Wrens work together as a first-class team to get our aircraft and aircrews to the high operational standard required for the Navy's part in maintaining the balance of power in the Free World today.



A Sea Vixen launching a cluster of 3-in. and 2-in. rockets against tanks. (Photo by courtesy of "Daily Telegraph.")

AIRFIELD IMPROVEMENTS

More improvements to the airfield itself are now in progress which will shortly enable all the latest generation of aircraft to be operated. The Air Station's task and complement will be building up to a far greater level than ever before, and further accommodation blocks are also being built, including one for 200 W.R.N.S. (who have not previously served at Brawdy in any numbers). A considerable increase to the number of married quarters will also be made.

The Station is well equipped for all sporting tastes and Brawdy teams take part in many local competitions with notable success. In addition to good playing fields, there are tennis courts, a squash court, rifle range, land yacht—and even a nine-hole golf course. The Station also owns a Folkboat, generously given by the Nuffield Trust. R.N.S.A. 14-ft. dinghies and a motor boat, Pembrokeshire itself provides unlimited scope for walking, shooting, fishing and other recreations; there are many splendid beaches and plenty of scope for under-water swimming and sailing.

(Continued in column 4)

The Navy in 'Little England beyond Wales' is on threshold of new life

CAN DEAL WITH THE LATEST NAVAL AIRCRAFT

R.N. Air Station, Brawdy is situated in the beautiful country of Pembrokeshire, widely known as "Little England beyond Wales." It is only a mile inland from the picturesque coast of St. Brides Bay and about seven miles east of St. Davids, Britain's smallest city.

The airfield was built by the R.A.F. in 1943, for the operation of "Halifax" bombers in support of the Air Offensive in Europe. It was transferred to the Royal Navy in 1946, and in 1951 runways and hardstandings were strengthened to take the more modern types of aircraft which had been introduced. The Air Station

did not, however, commission as H.M.S. Goldcrest until August 1952, at the time of the Korean War, and it was not until then that it began to take on its present shape and status.

Between 1952 and 1958 large-scale reconstruction took place. New hangars, technical buildings and stores were built, and magnificent new

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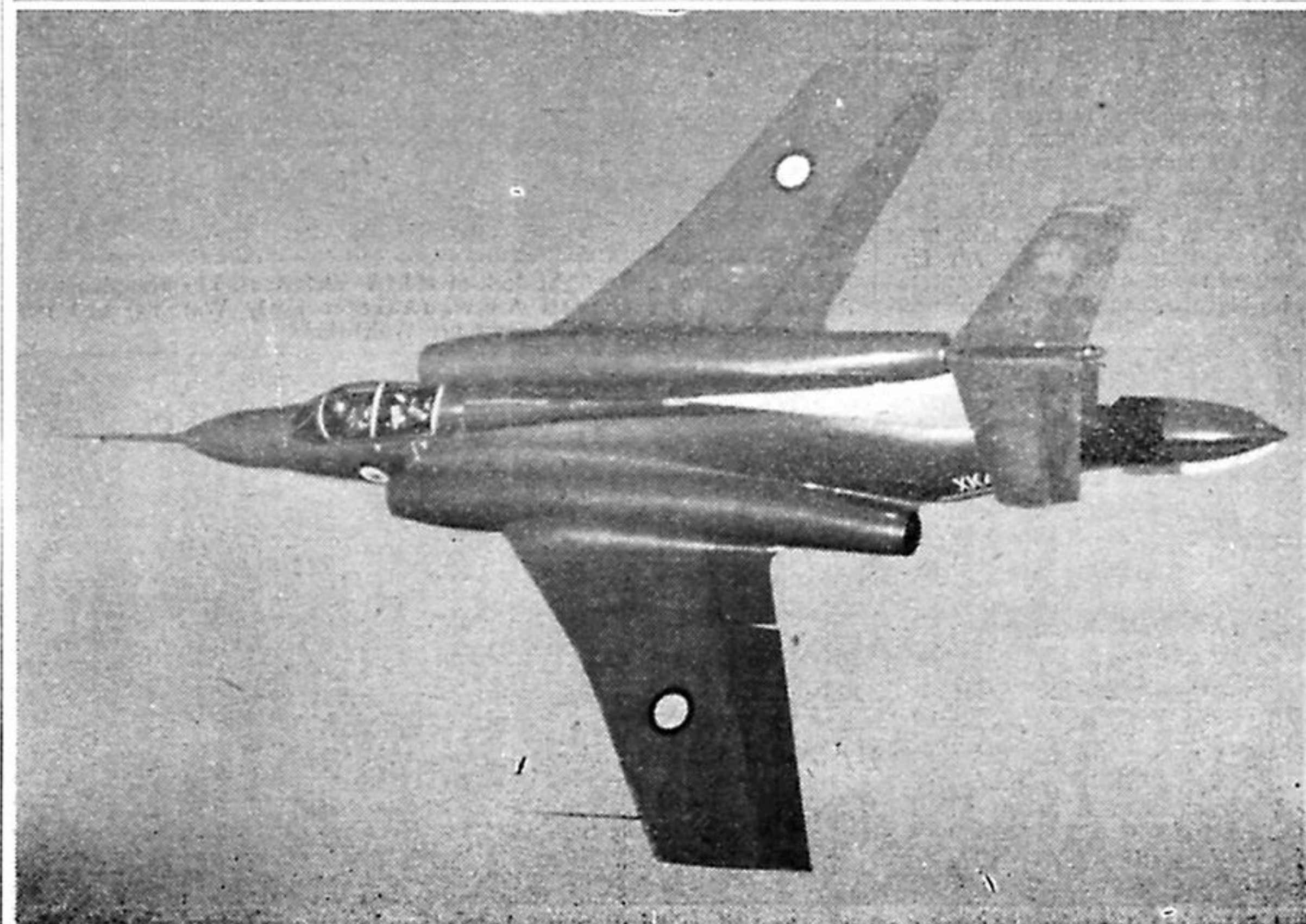
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War with Germany is over and the Old Crock goes to Action Stations

(In his previous articles Neptune, who entered the Service in October 1904, and who was promoted to "Mate," subsequently to Lieutenant, was, in 1918, appointed as First Lieutenant and "G" in H.M.S. Proserpine—a cruiser patrolling the straits of Bel El Mandel—the Straits of Perim. After 33 consecutive nights at sea the Captain of Proserpine had to go to Aden in order to land a large number of Seedie Boys and white ratings who were ill.)

ADEN was under the administration of the Indian Government and was engaged in a rather spasmodic war with the Turks, who occupied the Yemen territory opposite. It seemed to stop and go on by mutual consent. At any rate the Turks withheld their fire every morning to allow a convoy of lorries to proceed from Aden to gather fresh vegetables and fruit. I do not know what concession the Turks received in return.

During our stay at Aden there had been rumours of an armistice. In fact, some fireworks were prematurely let off by the Royal Air Force on the strength of the rumours. Information as to the progress of the war was limited to a daily bulletin broadcast by the Admiralty. Mails came mainly by sea and were four to six weeks in transit. However, the news broadcast was encouraging from the Western Front, Syria and Palestine. The Arabs under Lawrence of Arabia had occupied Damascus and Aleppo, whilst General Allenby had captured the major part of the Turkish Army.

Early in October, as all the officers and ratings of Proserpine had returned from hospital and new Seedie boys had been recruited to replace those who had died, the ship sailed again to resume that exacting patrol of the Perim Straits. On this occasion, however, we were primed with buoyant optimism. As each day passed, news of fresh victories were received.

ARMISTICE SIGNED

Then, on October 29, 1918, came the astonishing report that the crews

of the German High Sea Fleet had mutinied: followed the next day by the news that the Turks had surrendered. The war was moving rapidly to a successful conclusion. Early in November, much to the delight of the ship's company of H.M.S. Proserpine a signal was received to suspend the Perim patrol and on November 11 the most wonderful news came—Germany had signed an armistice. The cipher message had arrived during the late evening, and was deciphered by the Captain and myself. The Captain cleared Lower Deck and read the message about 2200 hrs. After giving three cheers, the ship's company made merry throughout the night.

The reaction next morning was—What happens now? Our thoughts, naturally, wandered homewards, but our hopes were soon shattered. The Turks still in occupation of the Yemen territory refused to surrender, and to keep us on our toes an occasional 6-inch shell was lobbed over the hills into Perim harbour.

Unknown to the Captain, the Aden

Command had decided to stage a military operation with a view to capturing the port of Hodeida about 100 miles north of Perim. Indian troops with horses, mules, equipment and stores were embarked at Aden, and, with the support of the cruiser H.M.S. Juno, proceeded to the Red Sea to make a surprise attack on Hodeida.

ACTION STATIONS

It was with great surprise that a signal was received "Proserpine to proceed to Hodeida forthwith." As soon as steam was raised the ship shaped her course north. We on board still did not know what the Aden authorities had in mind and we were kept guessing until just after dawn, when gun fire was heard in the distance. "Action stations" was ordered and the speed increased. Shortly

SAILORS IN THE MAKING

By NEPTUNE

afterwards visual signal communications were made with H.M.S. Juno. Although still ignorant of what was happening, we were ordered to proceed close inshore and silence some machine-gun nests which were holding up ships' boats attempting to land ammunition and food supplies. This order was quickly and effectively carried out. It was only necessary to fire three 4-inch shells and all resistance ceased. So this old crock of a cruiser, salvaged, as it were, from the scrap-heap, played her part nobly in action. Boats were now able to proceed into harbour without fear of a further attack.

It was now possible to learn the story of the operation. Indian troops had been landed on a lee shore, under cover of darkness, with only 24 hours' rations and ammunition, to attack and capture the port. The Turks had been taken by surprise, but they held on tenaciously until Proserpine finally broke their resistance. The Juno had fired a few 6-inch shells, but ceased fire on account of the danger of blasting the Indian troops.



The Author paid a visit to Cairo whilst H.M.S. Proserpine was docked at Port Said.

H.M.S. Juno turned the duty of guard ship over to Proserpine and we were left to get on with the job of making arrangements for rapid transport of stores, horses, mules and ammunition from ship to shore, Juno sailing for Aden.

ANIMALS HAVE TO SWIM

The horses and mules presented a great problem. Proserpine's Engineer Officer located an old German "X" lighter in the harbour and skill and patience coached the old engine to work. Another problem was the weather. From noon until some time after sunset, the wind rose to almost gale force causing a nasty sea. It was decided to commence disembarking horses and mules at first light. The drill for this was on a trial-and-error basis—in practice it worked out very well and caused a lot of fun.

The horses or mules had to be blindfolded and more or less hauled into the sea by the steam cutter, assisted by sailors who took station on the rear haunches of the animals. The animals, of course, were very much frightened, but with the aid of the cutter and a few swimmers they were driven inshore and well taken care of. One, however, swam out to sea and was drowned.

The landing of stores was carried out at night. The "X" lighter anchored close inshore and the sailors waded ashore with boxes and cases on their

shoulders with the water breast high. The operation was great fun. Singing most of the time, the men waded to and from the shore through the warm sea. It was a real pleasure to see this heavy work carried out so cheerfully and satisfactorily.

OFF TO AKABA

Proserpine was now ordered to proceed to Akaba at the northern end of the Red Sea, where some difficulty had arisen with the Arabs.

Akaba had been the headquarters of Lawrence and was now occupied by a large force of Arabs living under canvas. The Arabs only recognised the "Golden Sovereign" as due reward for services rendered, and owing to some delay trouble had arisen. A French sloop had been sent to sort out the difficulty, but as the French were intensely disliked by the Arabs their presence added fuel to the fire.

As we steamed up the Gulf the sloop weighed anchor, exchanged courtesy signals and proceeded to sea. Our arrival seemed to cool the air, although 303 bullets were moving in many directions. We were told that it was a gesture of welcome—in fact our short stay was most pleasant.

The Captain and Shiek exchanged courtesy calls. The Yeoman of Signals had contrived to make up a flag to represent the National Hedjaz and this was worn on the boat which brought off the sheik. Thus good will was immediately established.

Before Proserpine sailed from Akaba the Sheik presented the Captain and myself with a beautiful Arab head-dress which I still hold as one of my most valuable possessions.

LEAVE IN PORT SAID

The success of our mission was reported to Aden and permission requested to proceed to Port Said to dock, and give four days leave to each watch. This was approved.

How grand it was for all, to get ashore and relax, sleep in a comfortable bed, and partake of reasonably good food. We had been away from civilisation for some months, in a terribly trying climate, on a poor diet, and no leave. This break was like a breath from heaven. It came to an end much too quickly. Again the question arose, "what next"? We had not long to wait. A signal was received directing Proserpine to return to Hodeida to relieve H.M.S. Suva as guardship. The news did not damp our spirits for we were still within the realms of pleasure, viz on a free pass to Cairo.

(Continued on page 16, col. 3)

H.M.S. Ariel—spirit of the air

FOR over 21 years Lee-on-Solent was regarded by the thousands belonging to the Fleet Air Arm as their spiritual home. Part of their training had probably been carried out there: their drafting was organised at Lee and to all in naval aviation it was the cradle of the Navy's air world as we know it.

Today Lee is the home of the Air Electrical School with the appropriate name of H.M.S. Ariel.

Between July, 1777, when the first Ariel was launched on the River

DEPOT SHIP NAME OF R.N. AIR SERVICE

THE Air Station at Lee-on-Solent has long been a training establishment for naval aircrews and other naval personnel. On July 30, 1917, it was officially opened under the name of H.M. Naval Seaplane Training School, Lee-on-Solent, to train pilots for anti-submarine patrols.

When the Royal Naval Air Service and the Royal Flying Corps amalgamated on April 1, 1918, to form the Royal Air Force, the station became the property of the Air Ministry. Under the Royal Air Force the training of naval observers began in July, 1921, in what was then the Royal Air Force Seaplane Training School, Lee-on-Solent. This training continued until January, 1932, when the headquarters of Coastal Command, Royal Air Force, moved to Lee-on-Solent. Since May, 1923, the name of the air station had been the Royal Air Force School of Naval Co-operation, but it was not until 1932 that any large scale building programme was put into effect. It was in this year that construction of the airfield, hangars, workshops and accommodation buildings began.

HANDED OVER TO NAVY

On May 24, 1938, the air station was handed over to the Royal Navy and commissioned as H.M.S. Daedalus and became the headquarters of the Home Air Command. The resuscitation of the name was most appropriate. The nominal depot ship of the Royal Naval Air Service in 1915 was H.M.S. Daedalus.

In the 42 years since it was first opened, the air station at Lee-on-Solent has experienced many changes. Now the main task of the establishment is once again the training of naval personnel, although the present training carried out at Lee-on-Solent must bear little resemblance to the original.

Thames and August, 1918, when the last sea-going ship to bear this name was sunk in the North Sea, nine ships were commissioned as H.M.S. Ariel.

NAME REVIVED

After a lapse of 24 years the name Ariel came to life once more in the Royal Navy: this time as a shore establishment at Culcheth, near Risley in Lancashire. Air radio maintenance training which had hitherto been carried out at the Royal Naval Air Station, Lee-on-Solent, was transferred to the new Ariel in October, 1942.

Gradually the task grew, and in June, 1952, H.M.S. Ariel which by now had become the Royal Navy's Air Electrical School, was transferred to Worthy Down, near Winchester, to the air station previously commissioned as H.M.S. Kestrel.

After seven years came a further move. Concentration of the Home Air Command had reduced the task of the Royal Naval Air Station and barracks at Lee-on-Solent. At the same time there was an obvious need for more space and more modern buildings for the Air Electrical School. It was therefore decided to transfer the school to Lee-on-Solent. This raised the issue as to whether the name of the establishment should remain as H.M.S. Daedalus which it had been since 1938, or to be renamed H.M.S. Ariel. The Board of Admiralty directed that the name should be Ariel and that H.M.S. Daedalus should be the name of the headquarters of the Flag Officer Air (Home).

THE PRESENT TASK

The tasks of H.M.S. Ariel are many and various but the main task is that of training officers and ratings in air radio and air electrical maintenance.

Flying facilities are provided for the receipt, test flying and despatch of naval aircraft modernised at the Royal Naval Aircraft Yard, Fleetlands. One naval air squadron is based at Lee-on-Solent and provides communication facilities between air stations at home and abroad. Communication aircraft flying in and out of H.M.S. Ariel almost daily include helicopters and four-engined Sea Herons.

FIFTEEN UNITS

Altogether, 15 separate units carry out their functions under the local control of the Captain, H.M.S. Ariel. Many of these units are responsible for their task directly to Admiralty Departments. It may well seem, therefore, that such a heterogeneous collection of small units accommodated in one establishment would be almost impossible to administer. Certainly it presents some difficulties, but no one can doubt that H.M.S. Ariel is a live, efficient and happy ship.



Working together

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The day that the Japanese surrendered their swords

ALL ENEMY FORCES INTERNED

(In his article in the June issue of "Navy News" Captain Waight told of the return of the Royal Navy to Hong Kong and his appointment as Captain Superintendent of the various dockyards of the Colony.)

SEPTEMBER 3, 1945, was a day which will long be remembered by many of the civil population on the island of Hong Kong, for on that day they were able to witness the Japanese Army Forces (now disarmed) march down to Victoria Pier, to be transported across the harbour, for internment in the prisoner of war cages at Kowloon. The general excitement had simmered down, and the local police had returned to duty as had those attached to the Dockyard.

On the Kowloon side of the harbour, however, the Japanese still had to be retained to help maintain "Law and Order"—a most curious situation.

However, by September 5 there were sufficient British military forces available, augmented by Royal Marines from the Fleet, to support the take-over of the administration of Kowloon, by Capt. J. A. S. Eccles, R.N., Commanding Officer of H.M.S. Indomitable (the spoke fluent Japanese). He set up his headquarters in the Peninsula Hotel.

With the entire Japanese forces interned, it was possible to proceed with the great task of rehabilitation of the whole colony and harbour installations, without risk of enemy action.

After the preliminary survey of the naval dockyard, it was possible to consider the re-engagement of Chinese staff. As this entailed taking fingerprints of every applicant and these had to be checked, it was a lengthy process. In the meantime, several hundred Coolies (men and women) provided by a contractor were allowed inside the dockyard gates, to be employed on a day-to-day basis.

The rate of pay was to be one dollar for men (about 1s. 3d.), and 80 cents for women (about 1s.), but the snag was, in the absence of Hong Kong currency, how were they to be paid? Owing to a shortage of food, they readily agreed to accept one bowl of flour and one of rice per day, as a token, with the promise to pay in cash when currency was available. The Japanese had left large stocks of these commodities in the dockyard.

GREAT PROGRESS

Sufficient supplies of diesel oil were forthcoming from fleet auxiliaries to keep the power station in the dockyard in action. It therefore became possible to test all electrically operated machinery and supply a reasonable amount of lighting. Cdr. Nash and Lieut.-Cdr. (E) McDonald were making great progress. It was possible at the end of one week's occupation to declare that the dock-

yard could now undertake to do minor repairs.

My chief cause of anxiety was now the dock, with the caisson sunk in the centre. Cdr. Palmer, Chief Constructor, sent divers down who reported that although damaged, temporary repair could be effected, which would enable it to be pumped out and floated.

Whilst this repair was being carried out a large stock of wood fuel was obtained, and when steam was raised in the pumping station boilers the caisson was successfully floated, and, with some difficulty, towed to a slipway at Taikoo dockyard, North Point. When the divers examined the seal for the caisson at the entrance of the

THE HONG KONG STORY

By
Captain H. F. WRIGHT
O.B.E., R.N., (ret.)

dock, it was found that the bow of a wreck fouled the entrance over a distance of six feet, but the salvage party very quickly cut it away.

In addition to the naval dockyard on the Hong Kong side of the harbour, was the commercial yard (Taikoo) at North Point, to which the caisson had been towed. Although the slipway was undamaged the dock, with a ship on the stocks, had been damaged and a large ship sunk alongside the harbour jetty. To provide current to operate the slipways, a submarine was secured at an adjacent pier, and the fleet repair ship, H.M.S. Resource, was assigned to carry out, with the aid of the salvage party, the rehabilitation of this yard, as far as it was possible, with equipment available.

At the back of Hong Kong was situated the Aberdeen dockyard, under Admiralty control. This yard, in fact, had been enlarged and improved by the Japanese. It had two small docks, but only one caisson. The docks could take a destroyer and smaller craft.



Rear-Admiral Harcourt reading the surrender terms. Admiral Sir Bruce Fraser is seated on the left, and in the centre is Major-General Panhwa Kuei, of the Nationalist China forces

There were good workshops, cranes, and storerooms, but here again, there was no coal, but it would be of great use when power could be generated.

SMALL VESSELS DOCKED

Across the harbour at Kowloon there was another commercial yard; it was quite a large one, but the largest dock and most of the machine shops had been knocked flat. There were two other quite good-sized docks in working condition, and, with an abundant supply of wood available, the pumping station could operate. So, within a short time, auxiliary vessels were being docked.

With the survey carried out up to date, it was possible to estimate approximately the resources available for docking and refitting ships, when once coal was available. Until it arrived, progress would be relatively slow, but it gave myself and specialist officers time to continue the survey on the Kowloon side of the harbour, viz. piers, jetties, electric cranes, railway engines, boats, fuel tanks and many other installations. On Stonecutters Island there were large

ammunition magazines and the communication centre, needing an armed guard.

On September 9 Admiral Sir Bruce Fraser, C-in-C British Pacific Fleet, arrived wearing his flag in H.M.S. Duke of York. Owing to the seriousness of the oil fuel situation he called a conference to discuss the problem. Oil tankers were scarce, and scattered very widely over the ocean. It would therefore take some time before a steady supply of fuel could be diverted to Hong Kong.

STORAGE TANKS SABOTAGED

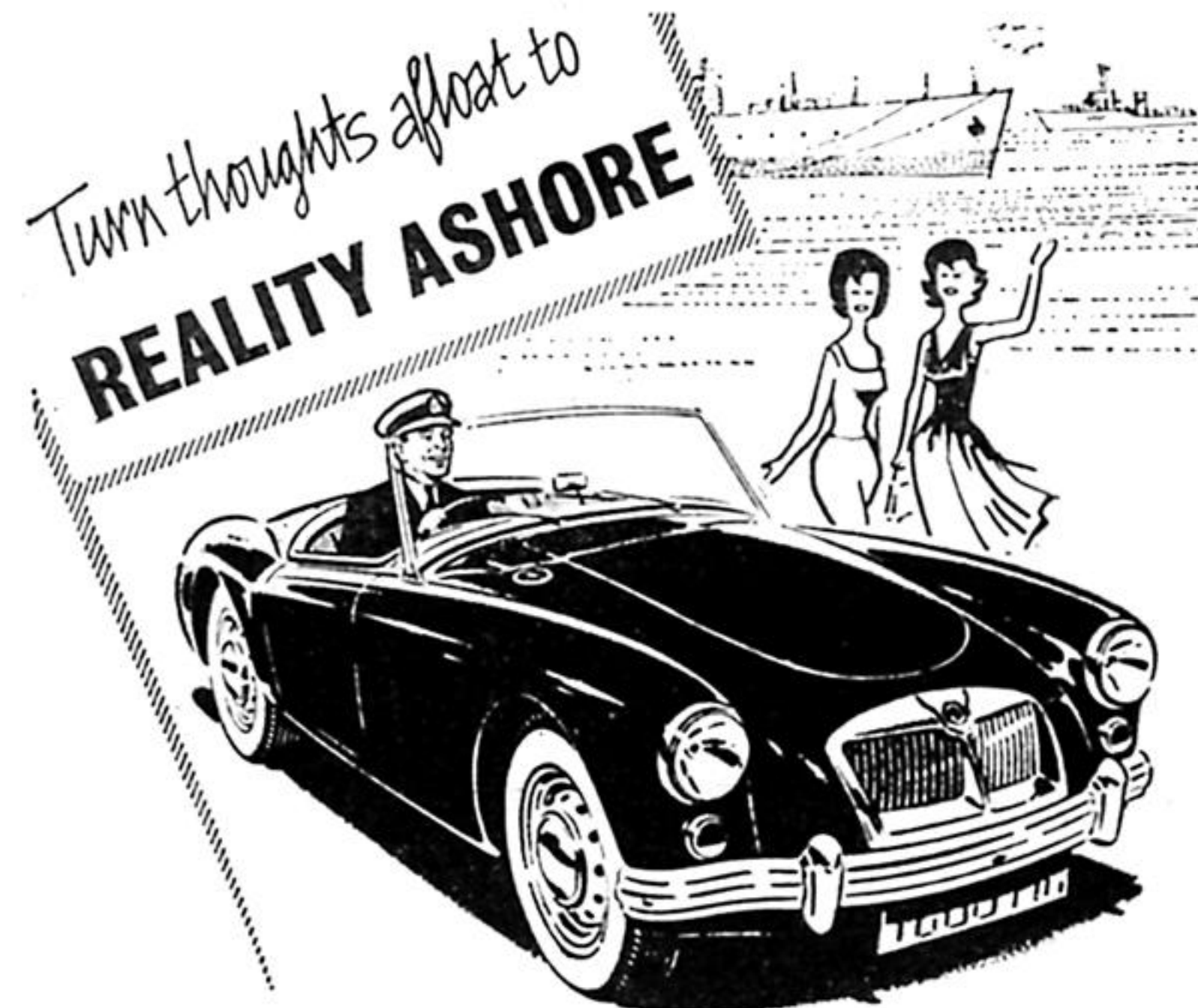
In a way this was fortunate because, although normally there were large capacity tanks available for storage, they had all been sabotaged, so the delay in obtaining supplies gave me the opportunity to effect repairs.

H.M.S. Montclare, wearing the flag of Rear-Admiral Douglas Fisher, Rear-Admiral Fleet Train, with other ships of the fleet train, had arrived. As these ships had now become redundant a conference was held on board H.M.S. Montclare to discuss ways and means of discharging

ammunition, naval and victualling stores, and what help could be given to the dockyard. H.M.S. Resource was already taking care of the Taikoo yard and it was therefore decided that H.M.S. Artifex, a splendidly equipped repair ship, should secure alongside the outer wall of the tidal basin and become an integral part of the dockyard organisation.

Hitherto, submarines, and later H.M.S. Springdale, had been berthed over wrecks inside the tidal basin and had acted as boosters by supplying current to the dockyard power station. This would now be done by H.M.S. Artifex, thus releasing submarines and H.M.S. Springdale for other duties.

Whilst surveys and planning were taking place, the day of the official surrender of the Japanese army forces was rapidly approaching. The ceremony had been fixed to take place on Sunday, September 16, 1945, at Government House. The surrender was to be accepted by Rear-Admiral Cecil Harcourt, on behalf of the British Government, and Admiral Sir Bruce Fraser, Commander-in-Chief. (To be continued)



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When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

* For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire, and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



—Send this coupon to 246 Bishopsgate, London, E.C.2—

Please send details of the Progressive Savings Scheme

Name

Address

Rating or Rank..... Age next birthday.....

Annual Conference SUBSCRIPTIONS TO BE RAISED

THE twenty-fifth Annual Conference of the Royal Naval Association was held on June 23, 144 delegates being present.

After the delegates had stood in silence for one minute in memory of shipmates who had "crossed the bar," Shipmate Charles Wheeler, No. 1 Area National Council Member welcomed the delegates to London and he hoped that they would take advantage of the arrangements made by the No. 1, 2, and 6 areas.

Shipmate Frank Wade, National Council Chairman told the conference that owing to the continued ill health of the President of the Association, Admiral Sir Alexander Madden, Admiral Sir Frederick R. Parham would preside.

Sir Frederick's first duty was to introduce Sir Clifford G. Jarrett, the Secretary to the Admiralty, who, in opening the conference, said what a privilege and honour it was to do so.

Sir Clifford hoped that he would be as acceptable to the conference as was his distinguished predecessor, Sir John Lang. He said that the Board of Admiralty was well aware of the activities of the Royal Naval Association.

NEW SHAPE OF NAVY

He referred to the new shape of the Navy and its new ships and new materials. Our first guided missile ship was in service and the new general purpose frigate, H.M.S. Ashanti, had recently sailed up the Thames using gas-turbine engines and being navigated by indirect control.

In all new ships the comfort and happiness of the ship's company was a major consideration. "Many of you," he continued, "would hardly recognise a fighting ship in-board. No hammocks, and meals supplied from a cafeteria."

With the advance of science the efficiency of the Royal Navy, had greatly increased and, in passing, he said he had noticed that although the main strength of the Navy had decreased, the membership of the Royal Naval Association had, albeit only slightly, increased.

In conclusion Sir Clifford assured the conference of the support and best wishes for the future from the Board of Admiralty.

In the presidential address, Admiral Sir Frederick Parham referred to the President's address last year saying that he had spoken to Admiral Madden, Admiral Madden, told Admiral Parham that the remarks made

in 1961 still held and an increase in subscriptions was inevitable. The president's recommendations would be sent to all branches by the end of September.

'UNITY' FORGOTTEN

Sir Frederick went on to say that as a Vice President of the Association and as president of an Area, he had listened to many discussions and it appeared that too many had forgotten the word "unity" in our motto. "We are all on the same side," he said, "and constructive criticism should be welcomed." He hoped that the conference deliberations would be carried out, in this light, without personal differences obscuring the main object of the conference.

The chairman of the Standing Orders Committee reported that 38 motions had been received, of which 16 had been accepted. Of the three motions of urgency received none were accepted for debate.

The election for National Council Members for Areas 1, 3, 4, 5 and 14 resulted as follows: Number 1 Area, Shipmate C. Wheeler; No. 3 Area, Shipmate A. Legg; No. 5 Area, Shipmate H. Brandon; No. 4 Area, Shipmate J. May; No. 14 Area, Shipmate C. Maxwell.

The Chairman's report as circulated to the delegates was carried, and, adding to his report Shipmate F. Wade reported that the Fraser Trust had made grants to nine children, three from the Royal Naval Association. The first three children were about to sit for their G.C.E. examination.

The Treasurer's report was accepted, points in the accounts having been explained by the Hon. Treasurer, Shipmate H. Steward, and the Association Auditors.

OFFICERS NEED SUPPORT

The Secretary of the Council, Shipmate L. H. Maskell in his report said he had visited branches and areas and had noted a certain lack of discipline at some meetings. He asked the members to support their elected officers local and national. These officers are doing, voluntarily, a job for the Association and members should seek to help them. Put into practice on-board discipline and you will soon have efficient and happy areas and branches. The Secretary's report was accepted, as was that of Shipmate C. (Continued in col. 3)

A LONDON 'GET TOGETHER'



The annual dinner and dance of the Central London branch of the Royal Naval Association was attended by 195 shipmates and their friends. A good band and entertainers made the evening a very successful one. (Photo.—Craine, Roche & Co., 30 Chiltern Street, London, W.1)

PROGRESS AT BLACKHALL

STEADY progress continues to be made in the Blackhall and Coastal Branch of the Royal Naval Association and it is becoming increasingly clear that the younger generation is now showing an interest and becoming members.

The opening of the new club and headquarters will, unfortunately, be delayed owing to the contractor meeting with financial difficulties, but the branch officials moved smartly and another contractor is ready and able to carry on with the work when the branch solicitor gives the word.

The shipmates offered to complete

(Continued from col. 2)

Wheeler who presented the Pensions Sub-Committee report. Shipmate Wheeler stated it was very necessary for branches to acquaint Headquarters of their benevolence activities.

The following were elected to the Standing Orders Committee for the ensuing year: Shipmate Nixon, S.W. London, Shipmate May, Chatham, Shipmate Cast, Bridport, and Shipmate Bates, Croydon.

the work and rename the headquarters "The House that Jack Built"—a name that would, at least, have been appropriate.

STANDARD DEDICATION

The Standard dedication plans are well in hand and all branches in No. 11 Area have been notified. A warm invitation is extended through "Navy News" to branches in other areas who like to, and can, attend. The date is September 16 and Blackhall would like to know those intending to be present by August 16.

It was not possible this year for the branch to be present at the annual Spurn Point ceremony, organised each year by Hull and Grimsby Branches, but Wear Branch kindly took Blackhall's wreath, for which the thanks of Blackhall is extended.

The Ladies' Section continues to make progress and recently held a jumble sale which realised £8 17s. 6d.—a very useful addition to the funds.

Presentation at No. 5 Area Dinner

THE first area dinner and social of No. 5 Area of the Royal Naval Association was held recently at Braintree, Essex, and among those present were Capt. E. H. Stern, R.N. (retd.), president for the area, the national councillor for the area, Shipmate H. Brandon, and two vice-presidents, Shipmates H. Revell and L. McGowan.

Before the dinner a telegram that had been sent to Her Majesty expressing the area's continued loyalty, and a reply from the Queen, were read to the assembled shipmates. The loyal toast was proposed by Capt. H. J. Murphy, R.N. (retd.), president of the Aldeburgh Branch.

After dinner a presentation was (Continued on page 12, col. 4)



Vice-Admiral Sir Sidney Raw taking the salute. The Weymouth branch is led by Capt. R. L. Mackenzie-Edwards. (Photo.—H. H. Bell)

Twenty-nine Standards at Weymouth Dedication

TO those who have experienced the human emotions experienced with "Riding on the vents" in deep waters, the dedication of a Standard of the Submarine Old Comrades Association is of deep significance, and it brings them in close spiritual ties with those comrades who "Failed to surface."

This occasion was presented in the dedication of the Standard of the Weymouth branch of the Association which took place on May 20.

Twenty-nine Standards were on parade, coming from the Submarine Old Comrades Associations of Dorset, London, Essex, Portsmouth, Cheltenham and West Midlands, the Royal Naval Associations of Weymouth, Portland, Bridport, Bridgwater, Portsmouth, Salisbury, Sherborne, Truro, Twickenham, Frome and Yeovil, the Royal Marine Associations of Poole and Bournemouth, Portsmouth and Torbay, the White Ensign Associations of Bath, Bournemouth and Christchurch, and Exmouth, the Dorset Ex-R.N. and R.M. Association,

and the Weymouth branches of the British Legion (Men), the British Legion (Women), Royal Air Forces Association, the Association of W.R.N.S., the British Red Cross Society and the Sea Cadet Corps.

VICE-ADMIRAL TOOK SALUTE

The parade was headed by the band of the Royal Marines, Portsmouth, and the service, held in Holy Trinity Church, was conducted by the Venerable S. A. Platon, Archdeacon of Wiltshire, assisted by the Reverend J. Fulton, M.A., Chaplain, Royal Navy, of H.M.S. Osprey. The lesson was read by Rear-Admiral H. S. Mackenzie, D.S.O., D.S.C., Flag Officer Submarines.

Vice-Admiral Sir Sidney Raw, K.B.E., C.B., who is President of the National Submarine Old Comrades Association, attended by Rear-Admiral H. S. Mackenzie, Rear-Admiral H. R. Law, O.B.E., D.S.C., Flag Officer Sea Training and the Mayor of Weymouth, Alderman W. E. Ward, J.P., took the salute at the march past, led by the Weymouth branch of the Association under the leadership of its President, Capt. R. L. Mackenzie-Edwards, C.B.E., J.P., R.N.

About 500 members and guests were entertained to tea in the Sidney Hall, where they were afterwards addressed by Capt. Mackenzie-Edwards, who thanked all, and especially those who had journeyed so far to attend in the inclement weather. The weather prevented the Royal Marine Band from beating "Retreat."

In spite of this disappointment, however, everyone was in great spirit, which is always the case when "Old Ships" meet.

The Parade Marshal was Lieut. F. Trickey, Royal Navy, of H.M.S. Osprey, who did a remarkably fine job.

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Home again after eight years in the Mediterranean

H.M.S. Sea Devil to pay off

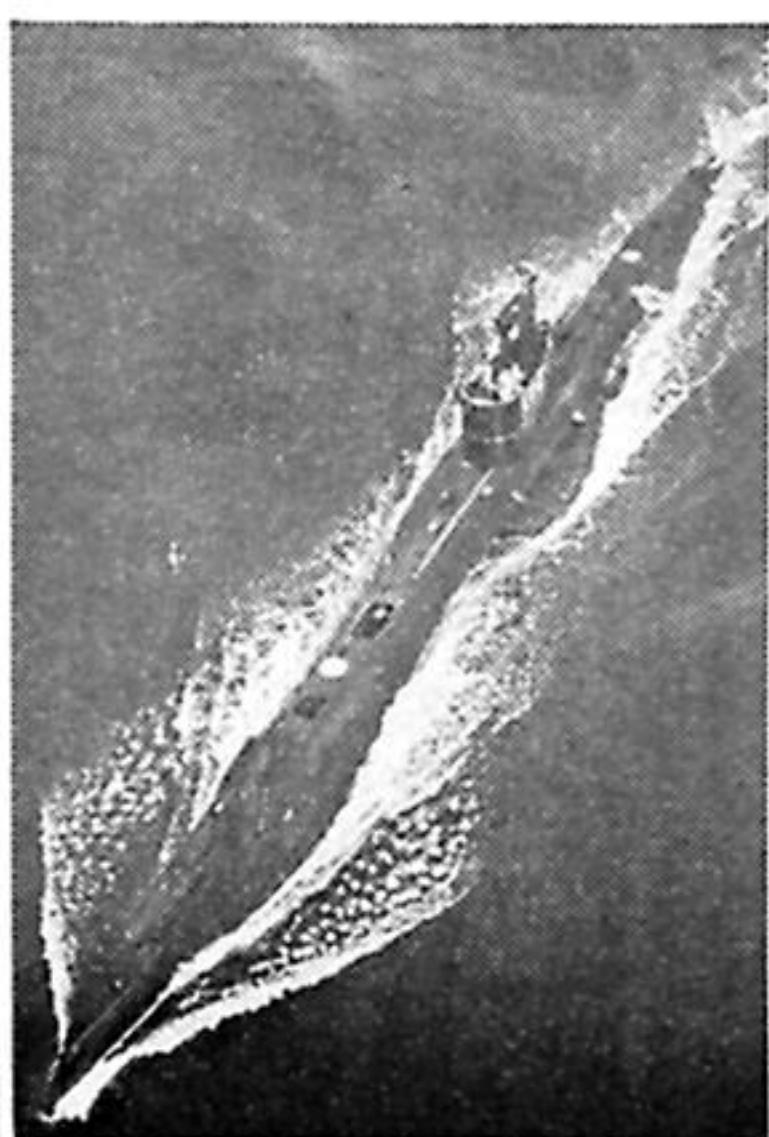
H.M.S. Sea Devil—"S" Class submarine, 850 tons, 52 officers and men—is home from the Mediterranean. Commanded by Lieut.-Cdr. R. G. Heaslip, R.N., she arrived at the Submarine Base at Gosport on June 4 to pay off before disposal.

Although one of a famous wartime class of boats Sea Devil just missed the last war, having been commissioned in April 1945, and being in Malta on her way to the Far East on V-J Day. She was commanded then by Lieut. D. W. Mills, D.S.C., R.N., now Commander of the Malta-based depot ship Ausonia—this happy coincidence giving rise to a unique "First and Last" dinner in Sea Devil recently.

LONG SPELL IN MED.

Malta was to prove a happy home for the "Devil," as she returned in April 1954 and has been based there ever since, becoming a well-known name in the Mediterranean. On leaving after eight years she had the longest unbroken spell of Mediterranean Service of any British warship there, and her crest of a Devil's head breathing fire can be seen somewhere in almost every Mediterranean port.

"S" Class submarines fought a heroic battle in the Mediterranean in the last war, but with the passing of Sea Devil there is now only one in

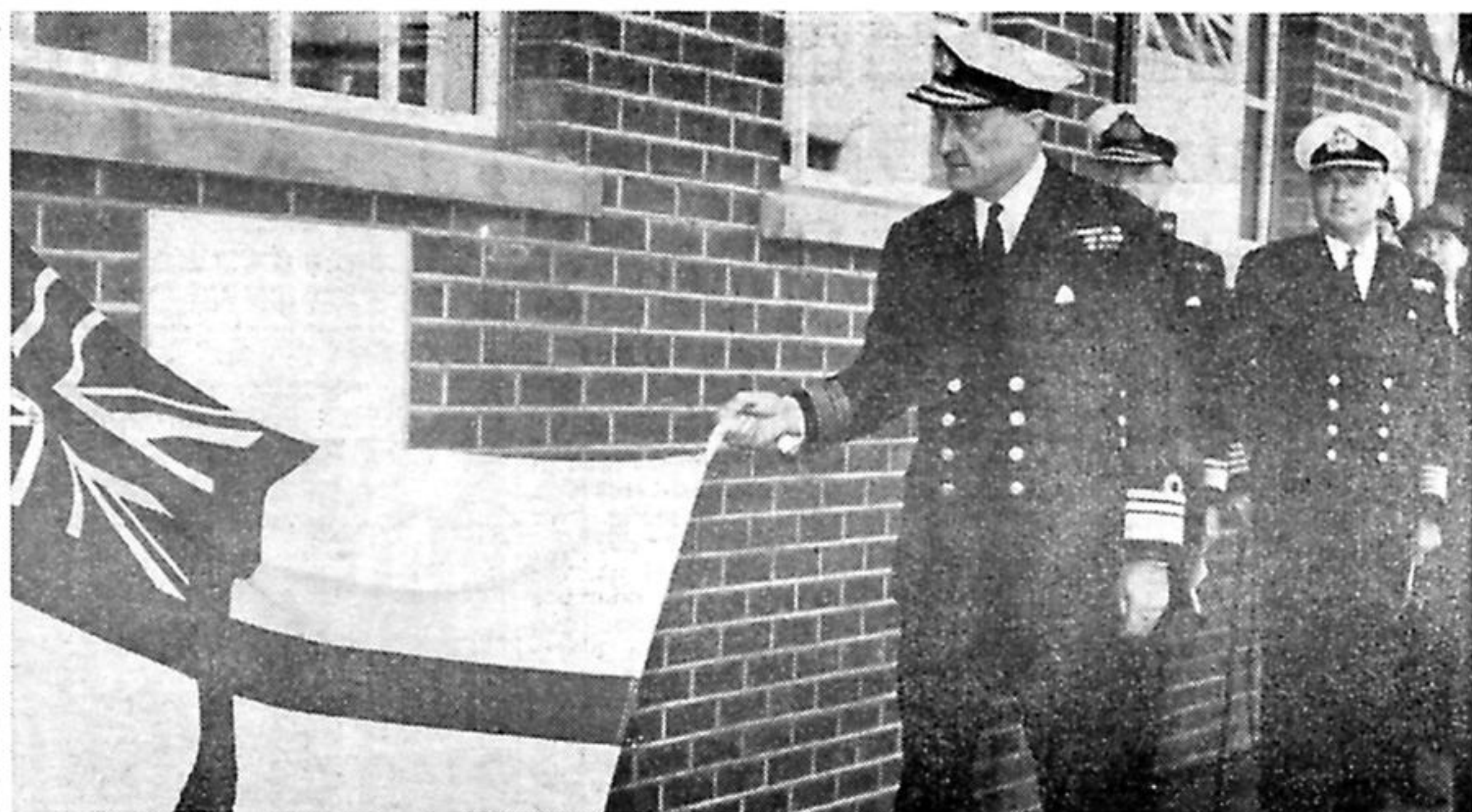


The sinuous pattern made by H.M.S. Sea Devil aptly features the submarine's name.

operational service. Their open conning towers have given way to the sleek fins of the fast post-war submarines.

Sea Devil was the first—it is hoped not the last—British warship of her name.

The Home Air Command Naval Drama Festival for 1962 was won by the Royal Naval Air Station, Brawdy.



Vice-Admiral Henderson unveiling a commemorative stone at the opening of the new Armourers' School at H.M.S. Excellent

'WE CANNOT AFFORD LINES OF DEMARCATION IN SHIPS OR IN TRAINING'—ADMIRAL New Armourers' School at Whale Island

VICE-ADMIRAL N. S. Henderson, C.B., O.B.E., Director-General of Training, opened a new Armourers' School at H.M.S. Excellent on May 31. Prior to the opening ceremony, Admiral Henderson inspected Ceremonial Divisions and took the salute at the march past.

Capt. J. G. Wells, D.S.C., Captain of H.M.S. Excellent, presided at the opening ceremony and introduced Admiral Henderson to the senior officers present, including Rear-Admiral S. Dossor, C.B.E., Chief Staff Officer (Technical) to the Commander-in-Chief, Portsmouth; Capt. H. H. Hughes, Captain of H.M.S. Collingwood; and Mr. A. E. Chatterton, Manager, Portsmouth Navy Works Department.

The opening ceremony was preceded by a short religious service conducted by the Rev. W. H. S. Chapman, O.B.E., M.A., Chaplain of H.M.S. Excellent, concluding with the blessing of the building.

After unveiling a commemorative stone on the front of the building, Admiral Henderson and the senior officers inspected the interior.

MODERN FACILITIES

The new school is of single-storey construction with a workshop floor area of 4,300 sq. ft. and provides modern facilities for 120 seaman armourer ratings trained for semi-skilled maintenance duties on weapon installations. The old school, which stands next to the new, is a condemned building and will be demolished.

NEW TRAINING POLICY

In a speech following the opening ceremony, Admiral Henderson said that the new school coincides with the adoption of a new training policy for Armourer ratings in that whereas in the past all seamen gunnery ratings were trained as armourers, in future only a selected 30 per cent. would be trained. Furthermore, this policy would be extended to the U.W. ratings and a selected proportion would be similarly trained in this school. The

Admiral went on to say, "I am most pleased to see this fusing of weapon maintenance training in Whale Island. In the Navy of today we cannot afford lines of demarcation in ships or in training. We have already started the comprehensive training of weapon mechanics to enable them to maintain both surface and underwater weapons and it will be from the armourers trained in this school that weapon mechanic candidates will emerge."

Referring to his inspection of Ceremonial Divisions, the Admiral said, "Whale Island is still the envy of the Navy as far as smartness, drill and training is concerned, and I am sure this new school will play its part in maintaining this high standard." He concluded by complimenting the Portsmouth Navy Works Department on the splendid design of the building and the up-to-date facilities it provided.

TOOLS PRESENTED

On completion of the opening ceremony Admiral Henderson was presented with a set of tools made by armourers under training and their instructors.

The Admiralty's Victualling Depot at Chancellors Ford is to be closed on September 30.



Officers and men of Sea Devil shortly before the submarine left Malta.

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STANDARD TRIUMPH

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U.S. Navy's gift to the Cheltenham S.O.C.A. NEW HON. MEMBER

THE May General Meeting of the Cheltenham and West Midlands branch of the Submarine Old Comrades Association was a well-attended function which was distinguished by the visit made to the branch by Lieut. J.C. Baxter, U.S.N., who, on behalf of the Commanding Officer and ship's company of U.S.S. Abraham Lincoln had made the long journey from Holy Loch to present to the branch a ship's crest and photograph of his submarine.

Lieut. Baxter is the Medical Officer (Gold Crew) of U.S.S. Abraham Lincoln and his visit and the presentation were undoubtedly the highlights of the evening. He was impressed both by the evidence of the rapid growth of the branch and the interesting exhibits in the clubroom.

The chairman of the branch, Mr. A. T. Warne, thanked Lieut. Baxter for the splendid crest and, as a gesture of the branch's appreciation, he presented Lieut. Baxter, who had been unanimously elected an honorary member of the branch, with his lapel badge and membership card. It is believed that Lieut. Baxter is the first serving United States Navy officer to hold this distinction.

Later, Lieut. Baxter gave a short but comprehensive talk on his submarine and his talk was illustrated by some excellent pamphlets which he gave to members. His description was extremely enlightening, and covered the various items of specialised equipment to be found in submarines of the Abraham Lincoln type, and the life on board, particularly on those long submerged cruises which were an essential operation in modern submarine service.

The amenities available for the crew were most impressive, and those with memories of the somewhat crowded crew-spaces in the H's, L's and others were astounded by the

description of the space available for bunks, etc.

The Cheltenham branch has many photographs and interesting souvenirs in its headquarters and recent additions include a crest and photograph of H.M. Submarine Odin, a crest from Thermopylae, a photograph from Rorqual and a crest from the French Association at Le Havre.

Visits have been made to the Welsh branch and to the new Birmingham branch, and the branch Standard was in evidence both at the launch of H.M. Submarine Ocelot and at the dedication of the Dorset branch Standard at Weymouth.

The branch has presented photographs to the T.S. Cheltenham (Sea Cadets) which should help to add a truly nautical flavour to its headquarters.

Admiral visits Shetlands

THE Flag Officer Scotland, Rear-Admiral A. R. Hezlet, C.B., D.S.O. and Bar, D.S.C., visited the Shetland Islands during June. He left Rosyth on board H.M.S. Malcolm (Cdr. M. A. Tibby, R.N.) on June 12 and arrived at Lerwick the following morning.

Malcolm left for fishery protection duties on June 14, but the Admiral remained for a two-day informal visit, returning to Rosyth by air on June 16.

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Further information and application forms can be obtained from

The Chief Constable
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Three years' search for plates which once belonged to Lord Nelson

THREE NOT TRACED

FOR the past three years the Senior Supply Officer of the Royal Naval Barracks, Portsmouth, has been engaged in endeavouring to trace a number of silver dinner plates which once belonged to Vice-Admiral Lord Nelson. Twenty of the 23 plates—now over 160 years old—have been found.

It would seem that the plates were originally a presentation to Lord Nelson, but a record of how they came into his possession could not be found. It was at first thought the plates were a presentation to Lord Nelson by the Borough of Portsmouth, but no trace of any such presentation could be found, either by the Admiralty or by the Portsmouth authorities.

In 1895 the plates, which had been in the Lord Bridport Collection, were sold and subsequently they were acquired by a Mr. Osborne O'Hagan.

In 1915 Mr. O'Hagan presented the 23 plates to the Navy League on condition that the Navy League raised the sum of 2,300 guineas which was to be given in equal proportions to the British Red Cross Society and the Order of St. John of Jerusalem. In the event rather more than that sum was raised and was so distributed.

NAVY GETS THEM

In 1919 the Navy League presented one dinner plate each to 23 individual ships, mainly those which were flagships at the surrender of the German High Seas Fleet. The actual ships which received these plates were: H.M. ships Queen Elizabeth, Revenge, Iron Duke, Inflexible, Repulse, Birmingham, King George V, Barham, Cardiff, Marlborough, Calliope, Hercules, Lion, Courageous, Colossus, Minotaur, Orion, Cleopatra, Emperor of India, Chatham, Lord Nelson, Sydney and Carmania.

When it was noticed some three years ago that the records of the whereabouts of the plates in the Port Trophy Catalogues were very incomplete and inaccurate, a search was begun.

FALSE TRAILS

Many false trails and misleading

statements were followed up over the years and a very voluminous correspondence carried on with many authorities, retired officers, pensioner ratings and survivors of various ships that had been sunk, and the whereabouts of 20 of the plates have now been established definitely to be as follows: Britannia Royal Naval College, Dartmouth; Admiralty House, Plymouth; Victory Museum; H.M.S. Pembroke; H.M.S. Venus; H.M.S. Drake; C-in-C., Allied Channel Offices; R.N.R. Division, Cardiff; R.N. College, Greenwich (two plates); H.M.S. Lion; H.M.S. Sea Eagle; R.N. Trophy Store; H.M.S. St. Vincent; Wardroom, R.N. Barracks, Portsmouth; H.M.S. Dolphin; H.M.S. Thunderer; H.M.S. Vernon; Royal Australian Navy; and the Cunard Steamship Company Board Room.

MISSING PLATES

The following is the position concerning the missing three:

- (i) Originally presented to H.M.S. Courageous. It is feared that this must have been lost when the ship was torpedoed on 17th September, 1939, as there is now no record of any of the trophies which belonged to that ship still being in existence.
- (ii) Originally presented to H.M.S. Marlborough and later allocated to H.M.S. Vernon. This was stored for safe custody in a depository in Portsmouth and unfortunately was destroyed in the Blitz in 1941.
- (iii) Originally presented to H.M.S. Repulse. It is known that the more valuable trophies of H.M.S. Repulse were landed for safe custody to the Naval Store Officer, H.M.C. Dockyard, Hal-

fax, Nova Scotia, on 6th September, 1939. It seems that the black boxes that these were stowed away in were probably returned to England after the war, but inquiries in Halifax and Ottawa and in the United Kingdom have not produced any definite trace of them.

If any readers can throw any light upon the whereabouts of the missing plate they are requested to inform the Senior Supply Officer, Royal Naval Barracks, Portsmouth.

It is of interest that His Honour Judge Block has very kindly lent to H.M.S. Hermes a very similar plate, which bears the following inscription: "This Plate is one of a set which was presented by the Committee appointed to manage the Subscription raised at Lloyd's for the benefit of the Wounded and the Relatives of those who were killed in the bombardment of Copenhagen on the 2nd April, 1801, to Vice Admiral Lord Nelson, K.B., Duke of Bronte etc., in testimony of his brilliant and gallant conduct during the whole of that memorable Action."

Sailors in the making

(Continued from page 11, column 5)

A few days after our return to Hodeida, having had to anchor in the Suez Canal because of a violent sandstorm, a signal was received stating that I was to be discharged to Aden without relief to await passage to the United Kingdom. For my part it was good news but my conscience was sorely troubled at leaving the ship's company in such a way. There was a grim prospect. The Turks had surrendered so it was just a matter of showing the flag.

RETURN TO U.K.

As a daily service had been established between Aden and Hodeida I was soon on passage and was transferred to a ship about to sail from Aden to United Kingdom. On arrival at Marseilles, I secured a passage overland via Paris and Calais to Dover, where I arrived on February 18, 1919.

I proceeded to report to the Admiralty, where I was informed that I was to report to the Naval College at Greenwich where I ought to have been some weeks earlier.

This news came as rather a shock. I was in need of rest as my vitality was rather low, but I was only allowed 24 hours to go home and return to Greenwich.

My luck was out. I reached Greenwich the following night in a snowstorm. A taxi was not available, so I trudged to the college with my luggage on my shoulder, guided by a friendly policeman. The hall porter directed me to my room, which I was to share with another officer. How pleased I was to be greeted, at that early hour, by Lieutenant Whibley, who had, in his early days been Admiral Beatty's messenger, and later the coxswain of his barge.

We had much to talk about in the days ahead, but at the moment I needed sleep, for within a few hours I would commence intensive study.

REFLECTIONS

With the war over, I had been able, during my passage home, to reflect upon the part played by the Royal Navy. Our ships were vastly superior in numbers, but the Germans had built their ships for a battle which would probably take place in the North Sea, which method, taken ship for ship, gave them an advantage as demonstrated at Jutland. The Germans had also realised the tremendous striking power of the Submarine, whilst the British ideas of Anti-Submarine Defence were elementary, and night actions at sea had not been seriously considered.

The British Empire (as it then was) had to thank God for the tenacious courage of all officers and ratings and their devotion to duty in action. It was due to this, that the morale of the personnel of the German High Sea Fleet was completely shattered, and brought about its surrender on November 21, 1918. How proud the nation should be of those who served in the Royal Navy in those far off days.

To be continued.

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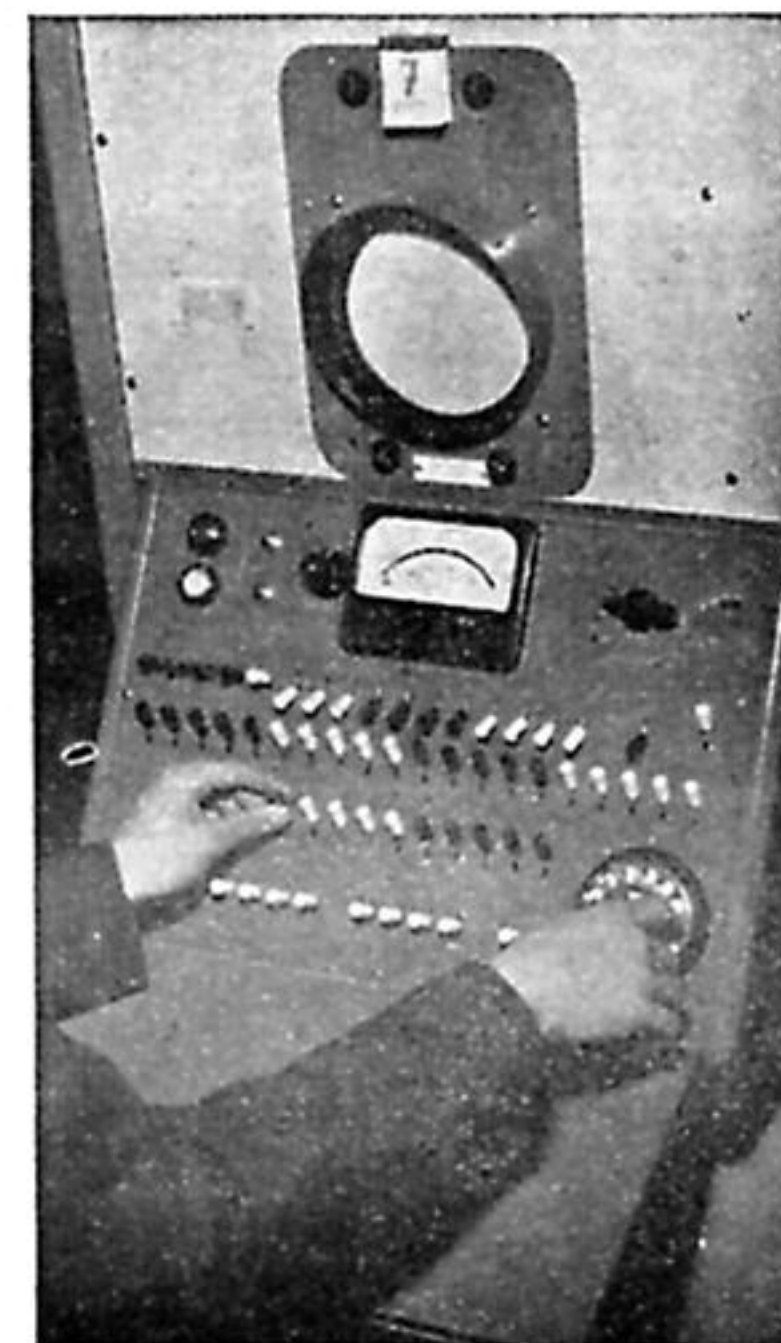
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